



TRANSPORT STATEMENT PROPOSED CHANGE OF USE TO MUSLIM COMMUNITY CENTRE

**The Angel Public House, 697 Uxbridge Road,
Hayes**

March 2021

The Angel (Hayes Muslim Centre)

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Document Record

Project Name	P1303_20200325_Transport Statement			
	Issue 1	Revision 1	Revision 2	Revision 3
Date:	21/10/2020	13/11/2020	25/03/2021	
Prepared by:	GH	GH	GH	
Checked by:	JM	JM	JM	
Authorised by:	GS	GS	GS	

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1. INTRODUCTION

Introduction

- 1.1 TPS Transport Consultants Ltd. (TPS) has been appointed by The Angel (Hayes Muslim Centre) to prepare a Transport Statement to accompany a planning application for a change of use of the Angel Public House, located at 697 Uxbridge Road, Hayes into an Muslim Community Centre.

Development Proposals

- 1.2 The site is located on A4020 Uxbridge Road, Hayes. It is bound by A4020 Uxbridge Road to the north, Angel Lane to the east and residential properties to the south and west. The site location is illustrated in **Figure 1.1** below, whilst a site layout is provided at **Appendix A**.

Figure 1.1: Indicative Site Location



(Source: Google Maps)

- 1.3 The site formerly was occupied by The Angel Public House, a Grade II listed Public House, which was sold in 2018. The development proposals seek to provide an Muslim Community Centre on the site. The proposed Muslim Community Centre will provide new facilities for the Muslim community in the area, by providing religious and educational programmes. As part of the proposals, multi-function general community space will be provided; this will be used for work within the wider community.



- 1.4 The development proposals will retain the car park and access points to the former Angel Public House. There are two access points to the existing car park, which are located to the north, via the A4020 Uxbridge Road and to the east, via Angel Lane. Access via the A4020 Uxbridge Road is left in, left out; however, there is a right-turn lane for eastbound traffic from the A4020 Uxbridge Road. The Angel Lane access is also right in, right out only as traffic is permitted southbound only along Angel Lane. The current parking provision of 11 car parking spaces will be retained for the proposed use.

Council Response

- 1.5 Following the submission of the application in November 2020, a highways response was issued by Hillingdon Council in January 2021. This response noted that the following was required:
- The Transport Assessment should be written in accordance with the recently published Transport for London Healthy Streets guidance and include an Active Travel Zone assessment;
 - The results of a parking survey must be included to allay concerns that the proposals would not cause parking stress and demonstrates how many spaces would be vacant which could be used by attendees. The Transport Assessment should also provide clear maps and tables showing where these spaces are located and what parking restrictions apply; and
 - The Transport Assessment must demonstrate why the proportion of people walking would be so high.
- 1.6 This Transport Assessment has considered the highways response outlined by Hillingdon Council and has sought to address these comments through the results of a site visit in March 2021. An Active Travel Zone assessment was undertaken during the site visit, this is provided within **Section 3** and the results of an on-site parking survey during the Friday prayer peak period are provided in **Section 6**. A revised travel survey has also been undertaken to demonstrate the anticipated proportion of trips by mode; the results of which are provided in **Section 5**.

Healthy Streets Approach

- 1.7 This Transport Assessment will adopt the TfL Healthy Streets Approach format. The Healthy Streets Approach forms a core theme in The London Plan (March 2021) and the Mayor's



Transport Strategy. Healthy Streets demonstrates the benefits of more inclusive and healthier street environments which are aimed to encourage a more active lifestyle. A transport behaviour shift is advocated to reduce Londoner's dependency on the car, by creating a healthier approach to street design, ensuring that the street encouraging a healthy lifestyle. According to Healthy Streets, the street environment should be a pleasant and sustainable environment in which people can walk, cycle, or use public transport safely.

- 1.8 The best practice guidance and principles set in the Mayor of London Transport Strategy (MTS), Vision Zero and the Healthy Streets for London have been taken into account in the development of the proposed scheme, where possible.
- 1.9 **Table 1.1** summarises the key principles of the Healthy Streets Approach and their subsequent interpretation.

Table 1.1: Healthy Streets Approach Conformity Matrix

Policy / Best Practice	Criteria	Conformity
Mayor's Transport Strategy	Policy 1	The proposed development will aim to improve the number of attendants visiting the site by sustainable modes of transport
	Policy 2	The proposed development is located within close proximity to a range of local amenities, cycle routes, and will provide cycle parking for users in line with the London Plan
Vision Zero for London	Action Plan	Amendments to the site access is proposed to improve conditions for pedestrians and cyclists.
Healthy Streets for London	Clean Air	The proposed development will aim to improve the number of attendants visiting the site by sustainable modes of transport
	People Feel Safe	The proposed residential development will provide passive surveillance.



	People choose to walk, cycle and use PT	The proposed development is located within close proximity to a range of local amenities, cycle routes, and will provide cycle parking for users in line with the London Plan
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(Source: Transport for London)

Report Structure

1.10 Following this introductory section:

Section 2 - describes the transport planning policy context within which the proposals will be assessed;

Section 3 - details the accessibility of the development site, focusing on the means by which attendees could access the site by non-car modes of travel. The results of an Active Travel Zone assessment are also provided;

Section 4 – describes the highway network in the vicinity of the site with reference to historic road safety records;

Section 5 - summarises the likely trip generation of the development based upon travel survey data obtained from Hayes Muslim Centre;

Section 6 - considers the opportunities for parking, with reference to a parking survey undertaken in March 2021 and near the site alongside the servicing requirements; and

Section 7 - offers a summary and conclusion.



2. POLICY REVIEW

Introduction

- 2.1 This section of the Transport Statement identifies the policy context within which the development proposals have been assessed; it clearly demonstrates how the proposed development would contribute to the overarching principles of national and local transport policy.

National Policy Context

National Planning Policy Framework (NPPF – DCLG, February 2019)

- 2.2 The revised National Planning Policy Framework was published in February 2019 and sets out the government's planning policies for England and how these are expected to be applied.
- 2.3 The NPPF continues to encourage development through the planning system, with a presumption in favour of sustainable development.
- 2.4 The NPPF states that *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”* (Paragraph 109).
- 2.5 This Transport Statement will demonstrate that the development proposals take full advantage of existing facilities for sustainable travel. As a Centre which serves the local community it will be demonstrated that the proposals will not result in a severe impact upon the local road network, and as such, will satisfy the requirements of the NPPF.

Local Policy

The London Plan – March 2021

- 2.6 The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years. The Plan serves as a blueprint for the future development, growth and sustainable, inclusive growth of London.
- 2.7 There are a number of policies within the London Plan which are of relevance to the proposals, as set out below:



- **Policy GG2 - Making the Best Use of Land:** *"To create successful sustainable mixed-use places that make the best use of land, those involved in planning and development must:*
 - *prioritise sites which are well-connected by existing or planned public transport; and*
 - *plan for good local walking, cycling and public transport connections to support a strategic target of 80 per cent of all journeys using sustainable travel, enabling car-free lifestyles that allow an efficient use of land, as well as using new and enhanced public transport links to unlock growth".*
- **Policy GG3 – Creating a Healthy City:** *"To improve Londoners' health and reduce health inequalities, those involved in planning and development must use the Healthy Streets Approach to prioritise health in all planning decisions".*
- **Policy D8 – Public Realm:** *"Development proposals should maximise the contribution that the public realm makes to encourage active travel and ensure its design discourages travel by car and excessive on-street parking, which can obstruct people's safe enjoyment of the space".*
- **Policy T1 – Strategic Approach to Transport:**
 - *"Development Plans should support, and development proposals should facilitate the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041; and*
 - *All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated".*
- **Policy T2 – Healthy Streets:** *"Development plans should:*
 - *promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities ;*



- *identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently, and streets are greener and more pleasant".*
- *"Development proposals should:*
 - *demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance;*
 - *reduce the dominance of vehicles on London's streets whether stationary or moving; and*
 - *be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport".*
- **Policy T5 – Cycling:** *"Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:*
 - *securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.2, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision".*
- **Policy T6 – Car Parking:**
 - *"Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity;*
 - *Adequate provision should be made for efficient deliveries and servicing and emergency access".*

2.8 The development proposals comply with the policies outlined within the London Plan, as the Muslim Cultural and Community Centre is highly accessible on foot, bicycle and by public transport.

The Mayor's Transport Strategy (2018)

2.9 In March 2018, the Mayor of London published the 'Mayor's Transport Strategy'. The document contains several policies and proposals aimed at 're-shaping transport in London



to 2041' and places particular emphasis on reducing car dependency and increasing active and sustainable travel.

2.10 The following policies have been noted as of relevance to this application:

- **Policy 1:** Reduce Londoners' dependency on cars in favour of active, efficient and sustainable modes of travel;
- **Policy 2:** Make London a city where people choose to walk and cycle more often by improving street environments, making it easier for everyone to get around on foot and by cycle, and promoting the benefits of active travel; and
- **Policy 10:** Use the Healthy Streets Approach to deliver coordinated improvements to public transport and streets to provide an attractive whole journey experience that will facilitate mode shift away from the car.

2.11 The application complies with the Mayor's Transport Strategy as the site is located in a highly sustainable location, which will ensure that all opportunities to travel sustainably will be maximised by users of the Centre. This Transport Statement has also been prepared with consideration to the Healthy Streets Approach, this is reflected throughout the report.

Vision Zero for London, Transport for London 2019

2.12 Vision Zero is a multi-national road traffic safety project which aims to achieve a highway system with no fatalities or serious injuries involving road traffic. Vision Zero for London is a key and ambitious element of the Mayor's Transport Strategy.

2.13 The Mayor set the objective to eliminate all deaths and serious injuries on London's street network by 2041. This is an initiative being undertaken in major cities in the UK and across the world, and within London the following elements are the cornerstones of the Vision Zero Action Plan:

- **Safe speeds** – encouraging speeds appropriate to the streets of a busy and populated city through the widespread introduction of new lower speed limits;
- **Safe streets** – designing an environment that is forgiving of mistakes by transforming junctions which see the majority of collisions, and ensuring safety is at the forefront of all design schemes;
- **Safe vehicles** – reducing risk posed by the most dangerous vehicles by introducing a world-leading Bus Safety Standard across London's entire bus fleet and a new 'Direct Vision Standard' for Heavy Goods Vehicles;



- **Safe behaviours** – reducing the likelihood of road users making mistakes or behaving in a way that is risky for themselves and other people through targeted enforcement, marketing campaigns, education programmes and safety training for cyclists, motorcycle, and moped riders; and
- **Post collision response** – developing systematic information sharing and learning, along with improving justice and care for the victims of traffic incidents.

2.14 The proposed development will assist with achieving the Vision Zero target by encouraging as much travel as possible (through measures outlined in the accompanying Travel Plan) to the site by non-car modes which will contribute to a lower number of vehicles on the roads surrounding the site. The identified pedestrian and cycle routes to the site are predominantly separated from the main carriageway, further reducing any conflict with vehicles.

Hillingdon Local Plan Part 2 – Development Management Policies (Adopted January 2020)

2.15 The Hillingdon Local Plan is a key strategic planning document which supports the delivery of the spatial elements of the sustainable community strategy. It sets out the long-term vision for the borough of Hillingdon, including what is planned to happen, where and how it will be achieved.

2.16 The Development Management Policies document forms part 2 of the Hillingdon Local Plan. The purpose of the document is to provide detailed policies that form the basis of Hillingdon Council's decisions on individual planning applications.

2.17 The following policies and strategic objectives have been identified as relevant to this Transport Statement and to the development proposals. These can be summarised as:

- **Policy DMT1: Managing Transport Impacts** – *“Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:*
 - *be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;*
 - *maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;*
 - *provide equal access for all people, including inclusive access for disabled people; and*



- adequately address delivery, servicing and drop-off requirements.
- *Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented".*
- **Policy DMT2: Highways Impacts:** *"Development proposals must ensure that:*
 - *safe and efficient vehicular access to the highway network is provided to the Council's standards;*
 - *safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes; and*
 - *impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads."*
- **Policy DMT5: Pedestrians and Cyclists:** *"Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:*
 - *the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;*
 - *the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists; and*
 - *the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council".*
- **Policy DMT6: Vehicle Parking:** *"Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity".*

2.18 It is considered that the development proposals will meet the policy aspirations outlined within the development management policies document of the Hillingdon Local Plan. The



development proposals seek to provide new community facilities within Hayes, which are accessible by all modes of transport; with pedestrian and cycle access connecting into existing networks. **Section 3** of this Transport Statement details all opportunities for travel by sustainable modes to the site which could be utilised by staff and visitors.



3. ACCESSIBILITY

Introduction

- 3.1 This section of the Transport Statement describes the existing amenities and infrastructure that will facilitate and encourage visitors to walk, cycle or use public transport.

Active Travel

Pedestrian Access

- 3.2 Walking is recognised as the most important mode of travel at a local level and it offers the greatest potential to replace short car trips, particularly those under two kilometers. The Institution for Highways and Transportation (IHT) offers guidance on walking distance by journey purpose and this is summarised in **Table 3.1** below.

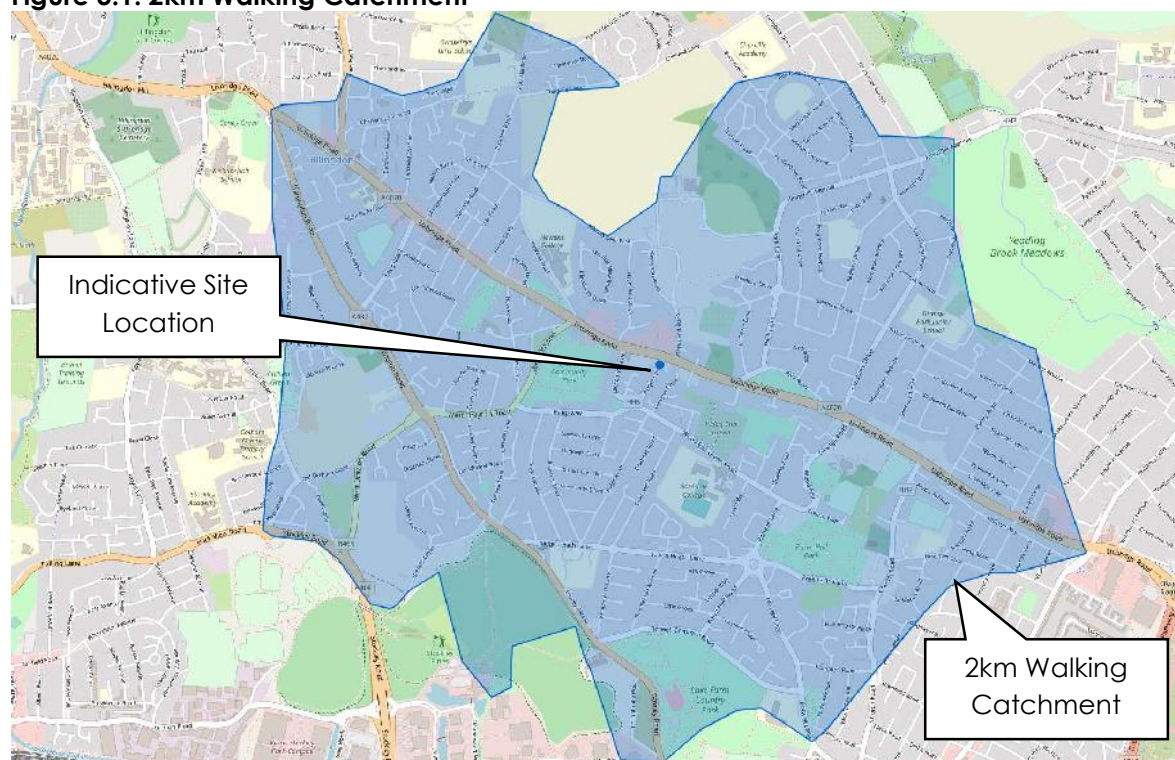
Table 3.1: Walking Distances by Type

Criteria	Town Centres	Commuting / School
Desirable	200m	500m
Acceptable	400m	1000m
Preferred Maximum	800m	2000m

(Source: IHT, 2000)

Guidelines provided by IHT suggest that the maximum preferred walking distance for 'commuting / school' would be 2km. The walking guidelines provided **Figure 3.1** overleaf, therefore, illustrates 2km walking catchment of the site. A 2km catchment from the site includes Hayes End, Hayes, and Hillingdon Heath, based on notional data provided from by Hayes Muslim Centre, it is likely the catchment of the centre will live within this catchment.

Figure 3.1: 2km Walking Catchment



(Source: Open Street Map)

- 3.3 The site fronts onto the A4020 Uxbridge Road there are continuous footways provided along both sides of the carriageway. A pedestrian guard rail is provided to the immediate north of the main entrance to the site, minimising potential pedestrian conflicts with vehicles travelling westbound on the A4020 Uxbridge Road.
- 3.4 There is a signalised pedestrian crossing, located some 30m to the east of the site. The signalised crossing benefits from a pedestrian refuge island, guard rails, tactile paving and dropped kerbs. In addition to the signalised crossing, there is also a subway, located some 85m east of the site, facilitating a traffic free route under the A4020.
- 3.5 To the east of the site, footways on A4020 Uxbridge Road connect with those on Angel Lane, which facilitate pedestrian access to the residential areas south of the site. At the junction of A4020 Uxbridge Road and Angel Lane, to the immediate east of the site, an uncontrolled crossing is provided which benefits from tactile paving and dropped kerbs.
- 3.6 **Figure 3.2**, overleaf, identifies the locations of the pedestrian crossings close to the site location.

Figure 3.2: Pedestrian Crossing Facilities

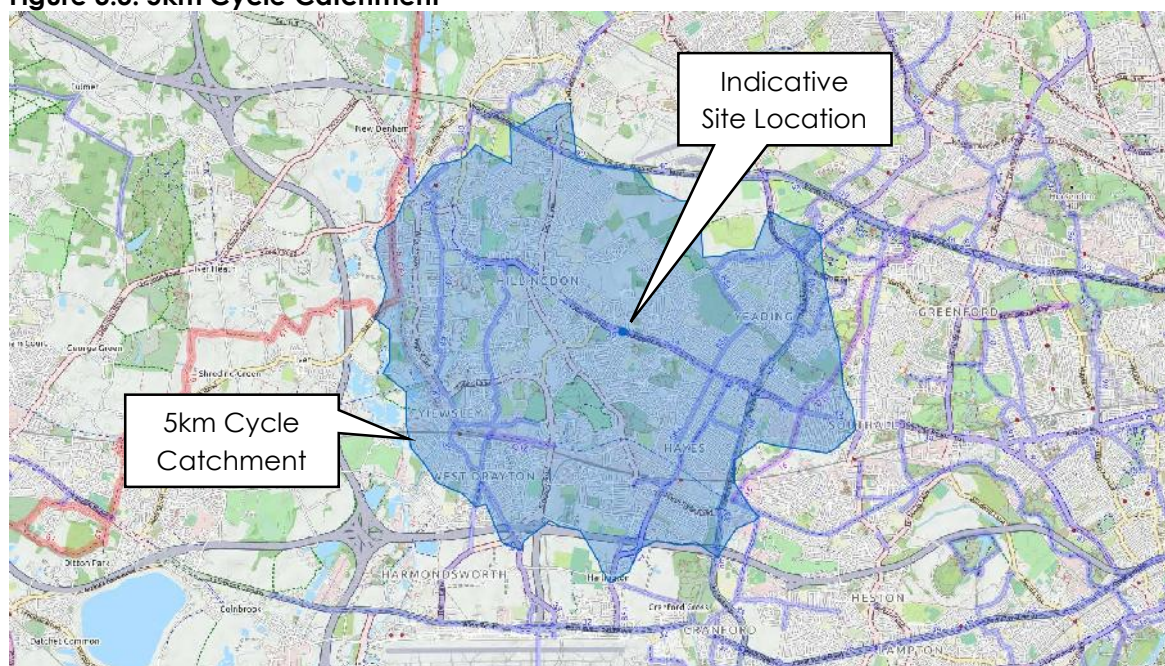


(Source: Google Maps)

Cycling

- 3.7 Cycling can substitute for short car trips, particularly those of up to 5km, as well as, forming part of a longer journey by public transport. A 5km cycle catchment from the site includes the areas of Hayes, Yeading, Hillingdon, Yiewsley and West Drayton. **Figure 3.3**, overleaf, illustrates a 5km cycle catchment from the site.

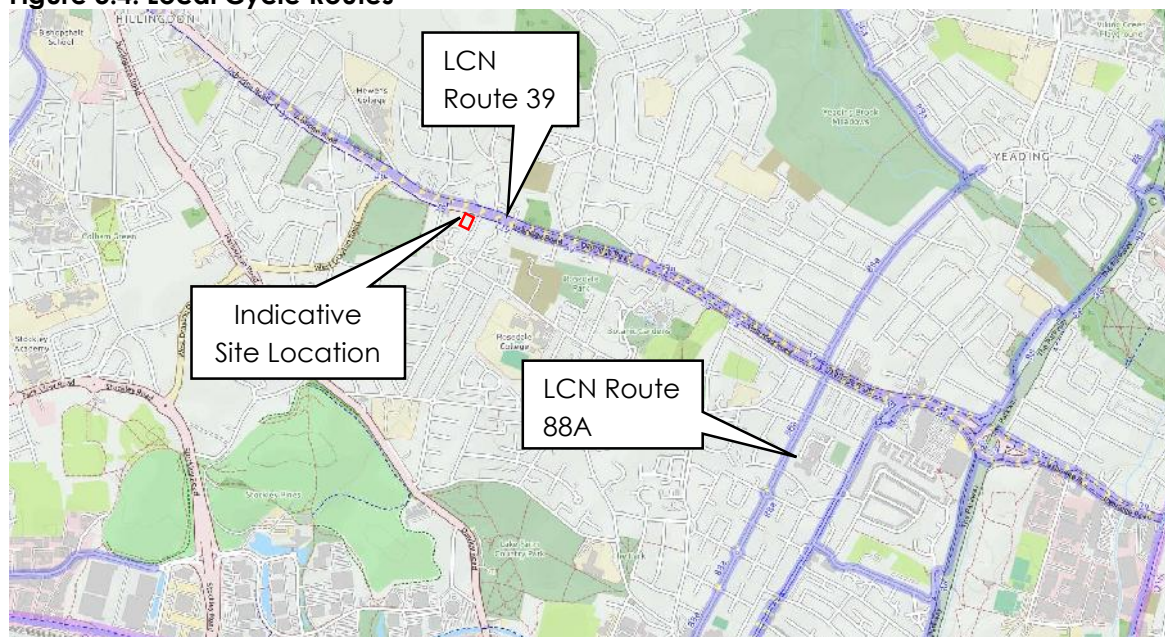
Figure 3.3: 5km Cycle Catchment



(Source: Open Street Map)

- 3.8 As can be seen in **Figure 3.3**, there are a number of formal cycle routes within the immediate vicinity of the site. **Figure 3.4** illustrates the formal cycle routes within the immediate vicinity of the site.

Figure 3.4: Local Cycle Routes



(Source: Open Cycle Map)



- 3.9 As can be seen in **Figure 3.4**, there is an on-road cycle route is provided along the A4020 Uxbridge Road, which forms part of the London Cycle Network (LCN) Route 39. LCN Route 39 facilitates travel east – west along A4020 Uxbridge Road, in the vicinity of the site, via marked on-road cycle lanes. More broadly LCN Route 39 facilitates travel between Hillingdon in the west and Bank in the east.
- 3.10 LCN Route 39 can be used to access LCN Route 88a, which is located approximately 2km (5-minute cycle) east of the site on Shakespeare Avenue (to the north) and Central Avenue (to the south). LCN Route 88a broadly runs north – south, to Northolt Park in the north, to Harlington (Heathrow Airport) in the south.
- 3.11 As the site is located within close proximity to several major cycle routes, it is considered that cycling would be an attractive option for visitors travelling to the site. To further encourage this, , 10 secure cycle parking spaces and a shower facility are to be provided within the building footprint.

Public Transport

Bus

- 3.12 The nearest bus stops are located along A4020 Uxbridge Road. The west-bound stop is located 60m east of the site and the east-bound stop is located 110m from the site, both stops are within a 1-minute walk. The bus stops on A4020 Uxbridge Road benefit from a bus layby, waiting shelter, timetable information and flag.
- 3.13 Further stops are located on Kingsway, the east-bound stop is located 350m (4-minute walk) southwest of the site and the westbound stop located 500m southwest of the site (6-minute walk). The west-bound stops on Kingsway benefit from a bus cage, flag and timetable information, whilst the eastbound stop also benefits from a shelter.
- 3.14 The location of the nearest bus stops to the site are shown in **Figure 3.5**, whilst **Table 3.2** summarises the services and frequencies that can be accessed from the stops.

Figure 3.5: Bus Stop Locations



(Source: Google Maps)

Table 3.2: Bus Services and Frequency

No	Route	Monday - Saturday	Sunday
A4020 Uxbridge Road			
278	Heathrow Central – Hayes & Harlington – Hillingdon – Ickenham – West Ruislip – Ruislip	15 mins	20 mins
427	Uxbridge – Hayes End – Southall – Ealing Hospital – Hanwell – West Ealing – Ealing Broadway – Ealing Common – Acton High Street	8 mins	10 mins
607	Uxbridge – Hayes End – Southall – Ealing Broadway – Acton – White City	10 mins	12 mins
697	Hayes End – Lansbury Drive – Yeading – Uxbridge Road – Long Lane – Hillingdon Station – Ickenham	7 services	-
698	West Drayton – Hayes – Ickenham	8 services	-
N207	Uxbridge – Hayes – Ealing – Shepherds Bush – Holborn (Night Bus)	30 mins	20 mins
A4020 and Kingsway			
H98	Hounslow Bus Station – Hounslow West – Harlington – Hayes – Church Road – Hayes End	10 mins	15 mins

(Source: Public Transport Operators)

- 3.15 It has been demonstrated that the site is accessible by a number of high frequency bus services, as such, it is considered that visitors would be able to easily travel to the site by bus.



Rail

- 3.16 The nearest train station to the site is Hayes & Harlington Station, which is located 2.9km southeast of the site. The station can be accessed within 12-minutes on the H98 bus, an 11-minute cycle or a 38-minute walk.
- 3.17 Hayes & Harlington station is located along the Great Western Main Line, it benefits from regular services to local destinations including; Southall, Ealing Broadway and Royal Oak and to regional destinations including London Paddington, Slough, Bath and Bristol Temple Meads.
- 3.18 The station will also benefit from services between Reading and Heathrow Airport with the opening of Crossrail (known as the Elizabeth Line) which will begin in 2021. Currently, a similar service operates between London Paddington and Heathrow as part of TfL Rail.

PTAL Assessment

- 3.19 Transport for London (TfL) has produced a method of assessing access to public transport, which provides a comparison of accessibility relative to areas within London. The assessment provides a rating between 0-6B, with 6B being the most accessible rating.
- 3.20 The results of the PTAL assessment have established that the site location sits on the boundary of ratings of 2 and 3. **Figure 3.6** below shows the relative PTAL rating for the site and its surrounding areas, whilst the full PTAL output is provided at **Appendix B**.

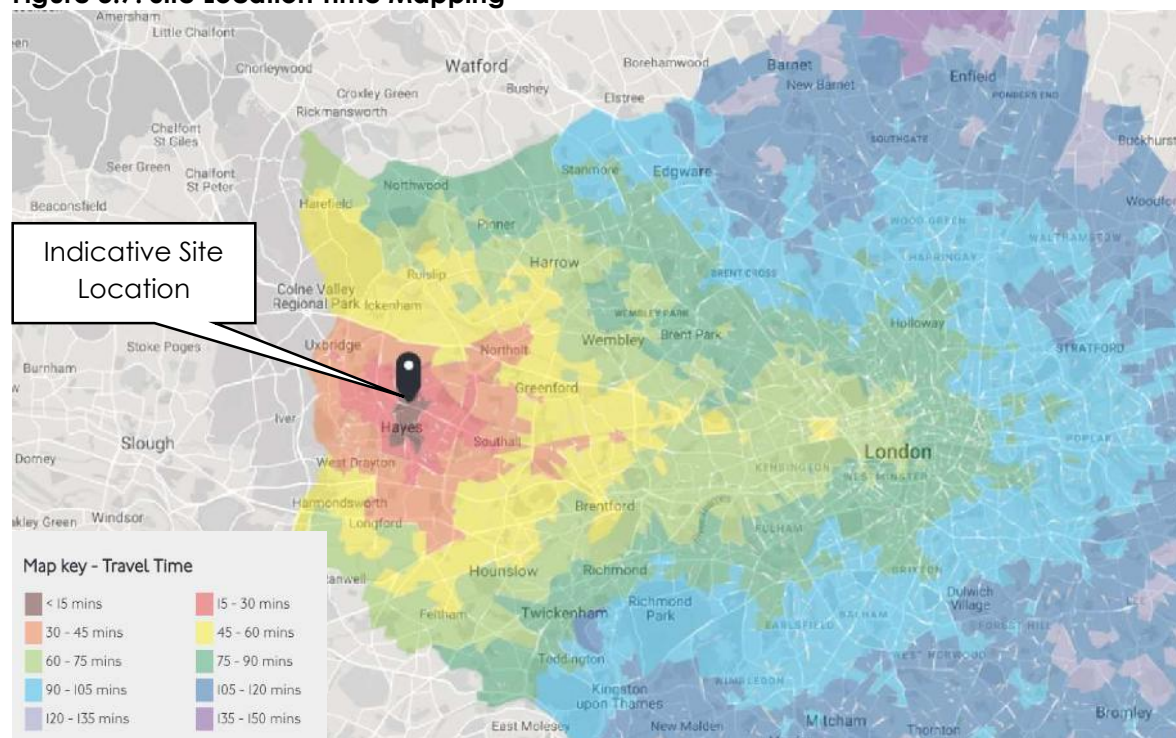
Figure 3.6: PTAL Rating



(Source: Transport for London)

- 3.21 In addition to the PTAL assessment, time mapping (TIM) of the site location for public transport journeys has been undertaken, this is shown in **Figure 3.7**, whilst the full TIM output is provided at **Appendix B**.

Figure 3.7: Site Location Time Mapping



(Source: Transport for London)



- 3.22 As can be seen in **Figure 3.7**, Hayes, Uxbridge, Southall, Northolt, and West Drayton are all within a 30-minute journey of the site location. Much of west London including Greenford, Hounslow and Wembley is located within a 60-minute journey of the site.

Summary

- 3.23 The site is located in a highly accessible location for walking and cycling and is also well located to access a range of public transport options which provide both local and national services, which could be utilised by visitors to the Centre.

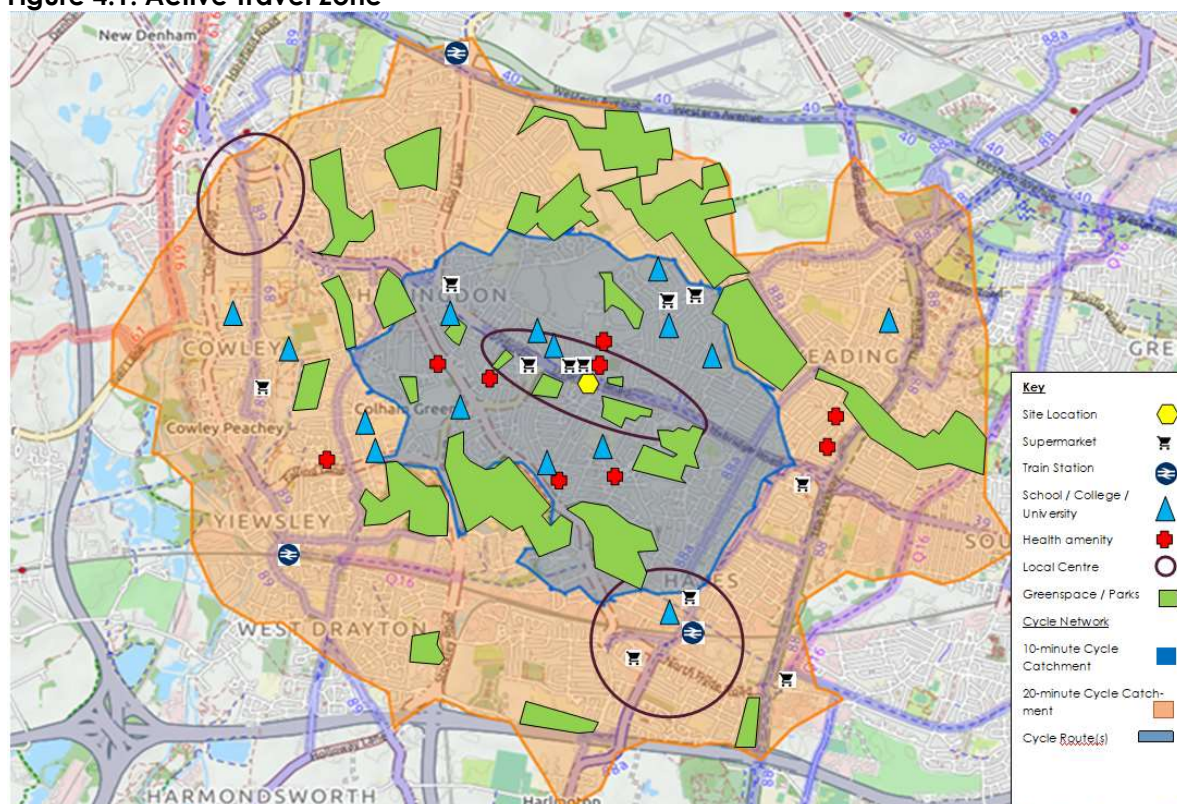


4. ACTIVE TRAVEL ZONE ASSESSMENT

Background

- 4.1 The Active Travel Zone (ATZ) assessment is the qualitative analysis of the walking and cycling network in the area surrounding the development site. The methodology has been developed by TfL to support the Healthy Streets approach and Vision Zero. The ATZ assessment has been carried out to determine the understanding of the proposed potential of the development to promote sustainable travel.
- 4.2 The ATZ assessment comprises a site visit, during which point of view (POV) photographs are required at 150m intervals along the key routes to the site. The photographs taken along the key routes are then benchmarked against the Healthy Streets indicators 3 - 10, which can be summarised as:
- Easy to cross;
 - People feel safe;
 - Things to see and do;
 - Places to stop and rest;
 - People feel relaxed;
 - Not too noisy;
 - Clean air; and
 - Shade and shelter.
- 4.3 The ATZ is defined as the area that stretches around the proposed development site and encompasses a 20-minute cycle catchment from the site. The ATZ for the proposed development is illustrated in **Figure 4.1**.

Figure 4.1: Active Travel Zone



(Source: Open Cycle Map)

Key Destinations within the ATZ

Public Transport Services and Stops

4.4 The following key public transport hubs and bus stops located within the ATZ can be summarised as:

- Hayes and Harlington national rail station – located on the Great Western Mainline and the TfL London Paddington – Reading lines, additional services are also available to Heathrow Airport;
- West Drayton national rail station – also located on the Great Western Mainline and the TfL London Paddington – Reading lines;
- Hillingdon London Underground station – located on the Metropolitan and Piccadilly lines; and
- Uxbridge Road Bus Stops.

Strategic Cycle Network

4.5 The connections to the cycle network in the vicinity of the site include:



- London Cycle Network Route 39 – along Uxbridge Road; and
- London Cycle Network Route 88A – crosses Uxbridge Road approximately 1.7km east of the site.

Town Centres and Amenities

- 4.6 There are a wide range of key local amenities located along Uxbridge Road including a number of parades of shops which could be utilised by users of the centre. Hayes local centre located to the south of the site also offers a wide range of local amenities. More broadly, the site is also surrounded by residential areas and a number of employment uses, the users of which will likely form the catchment of users for the centre. A number of parks and green spaces can be accessed directly from Uxbridge Road including Hayes End Recreation Ground, Knight's Gardens, Park Road Green and Connaught Recreation Ground.

Local Employment

- 4.7 A number of employment uses are located along Uxbridge Road, the employees of which would likely form some of the users at the centre (especially during Friday prayer). Further employment opportunities are located within Hayes and Hillingdon also.

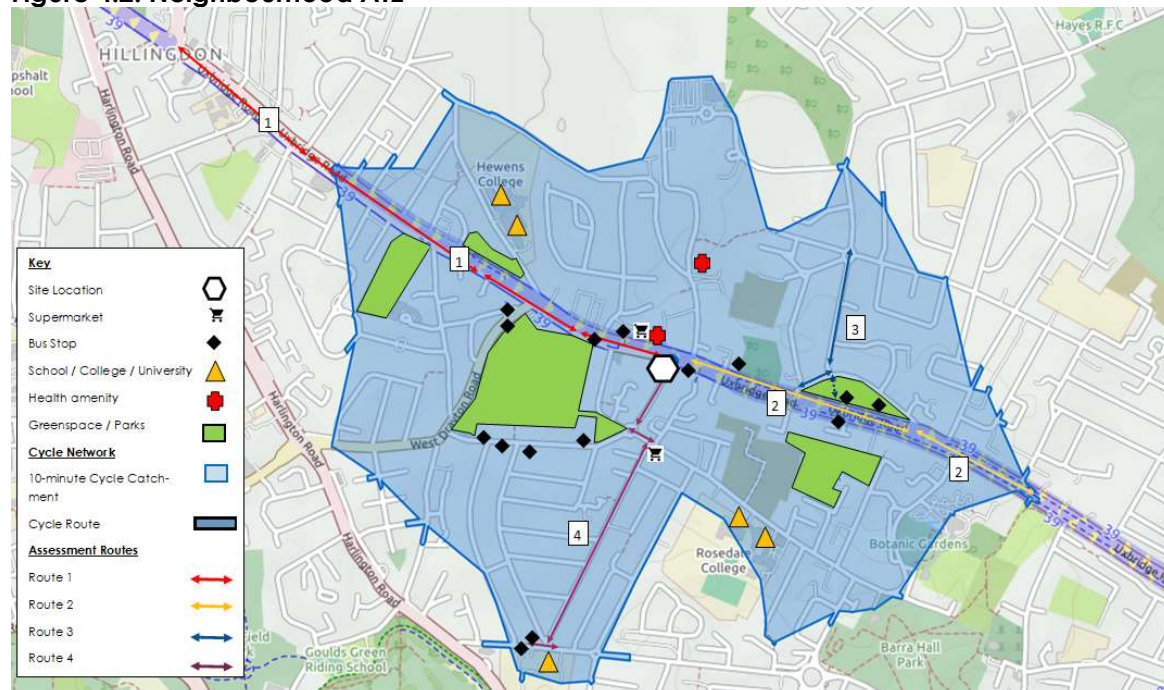
Neighbourhood Scale

- 4.8 Whilst it is acknowledged that the ATZ extends for a distance equivalent to a 20-minute cycle from the site, given the nature of the development (as an Muslim community centre) that the actual site will rely on a much smaller 'neighbourhood' area, particularly as users of the centre will be formed of those employed locally and local residents. It is noted that the typical 'neighbourhood' area in London would extend up to a 12-minute walking catchment or a 10-minute cycle catchment, depending on the distance of local key amenities.
- 4.9 Within a 12-minute walk from the site there are a number of key local amenities and surrounding residential areas from which the majority of the users of the centre would travel to / from. Furthermore, London Cycle Network Route 39 which runs along Uxbridge Road, past the site, can be easily accessed.
- 4.10 Given the nature of the surrounding residential area there are a number of streets which would be considered as quiet roads which would be suitable for walking or cycling. A number of these routes have been identified within part of the ATZ assessment and would

form the primary walking / cycling routes to the site for a number of local residents using the centre.

- 4.11 The extent of the neighbourhood ATZ is illustrated in **Figure 4.2** below.

Figure 4.2: Neighbourhood ATZ



(Source: Open Street Map)

Most Important Journeys

- 4.12 The most important destinations within the neighbourhood and the likely routes are selected based on the destination's priority and proximity to the site.

Destination Priority

- 4.13 The priority of the sustainable mode's destination is based on the prevalent user group of the development, which in this case, would be users of the proposed community centre. As discussed previously, it is anticipated that the user group for the centre will predominately comprise of local residents and employees of local businesses. The proposed community centre use has been considered when identifying the key local destinations and key origins from where people will access the centre from, these can be summarised as:

Key Local Destinations

- Strategic Cycle Network – High Priority;
- Public Transport Services – High Priority;



Key Origin

- Town Centres – Medium Priority; and
- Amenities – Medium Priority.

4.14 The priorities assigned to the origins and destinations shown above have been decided with consideration to the likely users of the centre. Given that the proposed community centre is likely to represent a key destination itself, priority has been given to the transport connections to the site, then consideration has been given to the surrounding amenities which users of the centre could be employed at or would visit before / after visiting the centre.

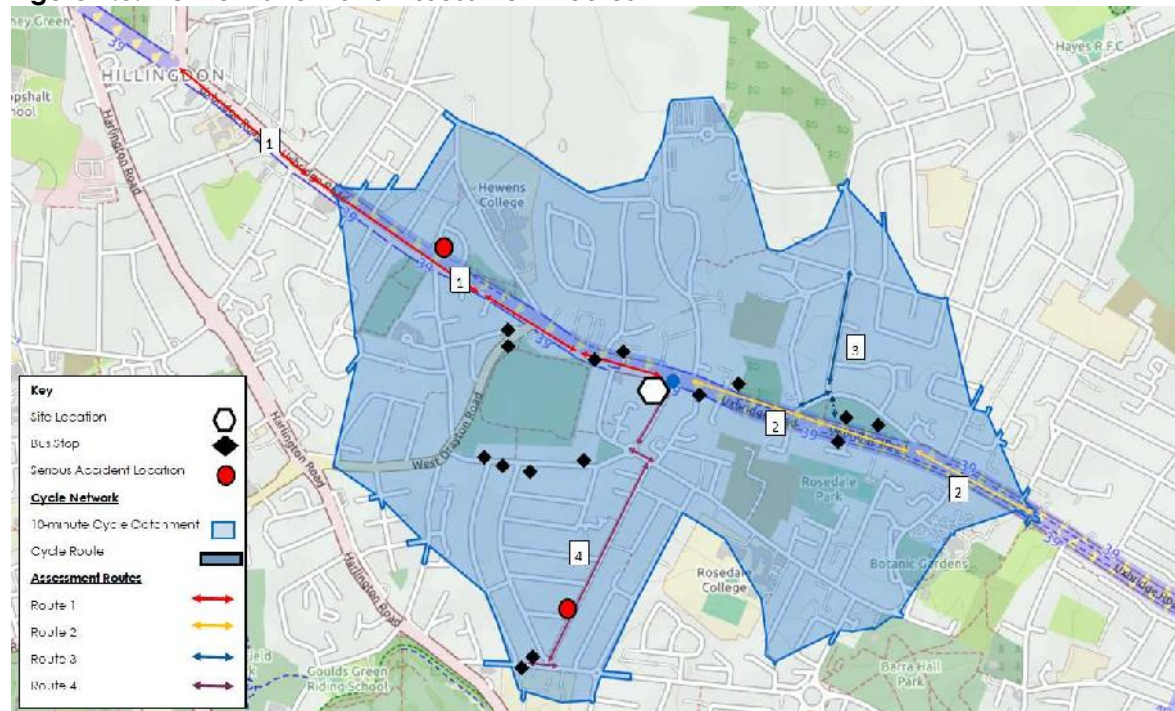
Table 4.1: Key ATZ Destinations

	Destination	Priority	Included in the ATZ
Public transport stops	Bus Stops along Uxbridge Road	High	Yes
Current and future strategic cycle network	London Cycle Network Route 39 runs along Uxbridge Road	Medium	Yes
Town Centres	The site is located within the Uxbridge Road local centre	Medium	Yes
Parks	Hayes End Recreation Ground Connaught Recreation Ground Knights Gardens Park Road Green	Medium	Yes
Schools / Colleges	Wood End Park Academy Hewens College Hewens Primary School Rosedale College Rosedale Primary School	Medium	No
Health Amenities	Hayes End Pharmacy Mead House	Medium	No

(Source: ATZ)

4.15 **Figure 4.3** illustrates the routes of the Active Travel Zone (ATZ) assessment.

Figure 4.3: Active Travel Zone Assessment Routes



(Source: Open Street Map)

Safety Considerations – Vision Zero

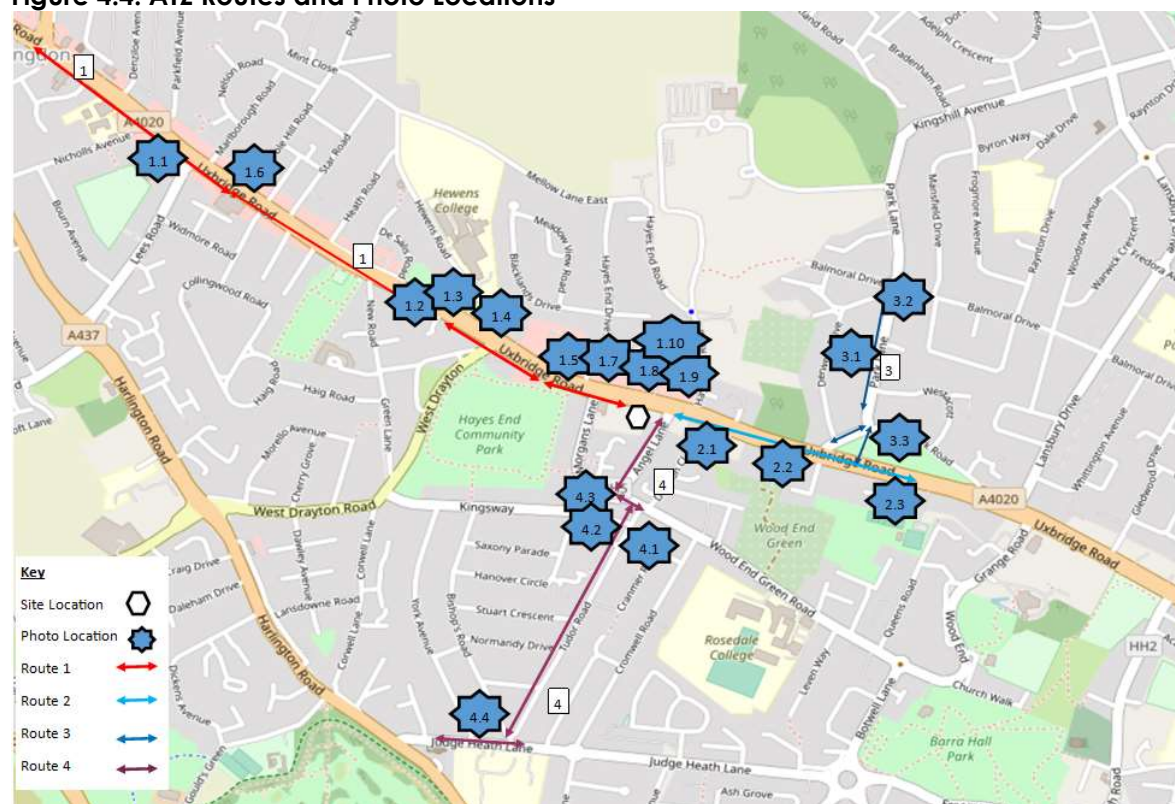
- 4.16 Accident data has been assessed between 2017 – 2020 along the routes assessed within the Active Travel Zone assessment. The assessment of the accident data has noted that two serious accidents have occurred within the Neighbourhood ATZ which occurred on Route 1 and Route 4.
- 4.17 The serious accident which occurred within the Route 1 section of the Neighbourhood ATZ occurred on 07/11/2019 at the junction of Paget Road / Uxbridge Road. This accident involved a pedestrian carriageway but did not occur on the main Uxbridge Road carriageway.
- 4.18 The second serious accident recorded within the Neighbourhood ATZ occurred on Tudor Road, which is part of Route 4 of the assessment. This accident was recorded on 25/08/2019 and did not involve any vulnerable road users; instead, involving a number of parked cars.
- 4.19 Further analysis of the accidents recorded within the immediate vicinity of the site, along Uxbridge Road are outlined in **Section 5** of this report.



ATZ Assessment

- 4.20 As part of the Active Travel Zone assessment an on-site assessment was undertaken of the along 4 routes, which were identified as being the key routes to the development site from the surrounding residential areas. These routes can be summarised as:
- **Route 1** – The route from Hillingdon Fire Station to the development site, along Uxbridge Road. This route represented the western section of Uxbridge Road from the surrounding residential areas and employment amenities.
 - **Route 2** – The route from the development site towards Park Road Green, also along Uxbridge Road. This route represented the eastern section of Uxbridge Road and would represent the most desirable route from the residential areas to the east of the site.
 - **Route 3** – This route continued north from Park Road Green along Park Road and Park Lane; this is the likely route residents living to the north and northeast of the site would take to reach the centre.
 - **Route 4** – This route continued southwards from the site, along Angel Lane, Wood End Green Road, Tudor Road and Judge Heath Lane. It is considered that this route would represent the route those living to the south of the site or coming from Hayes would take to the site.
- 4.21 The remainder of this section outlines the assessment results along each route, whilst **Figure 4.4** outlines the indicative photo locations taken along each route. The photos are subsequently provided at **Appendix C**.

Figure 4.4: ATZ Routes and Photo Locations



(Source: Open Street Map)

Route 1 – Hillingdon Fire Station to the development site, along Uxbridge Road

- 4.22 As discussed above, the associated photos with route 1 are provided in **Appendix C. Table 4.2** reviews the journey along route 1 against each healthy streets indicator.

Table 4.2: Healthy Streets Analysis of Route 1

Healthy Streets Indicator	Observations	Areas for Improvement
Clean Air	Cycle lanes are provided along both sides of the carriageway, this enables local users to cycle safely for short trips. There are also bus stops with frequent services along the route and good pedestrian infrastructure to all the parades of shops. Driving along Uxbridge Road generally in accordance with the posted speed limit.	Further promotion of the sustainable travel modes to reduce levels of traffic on Uxbridge Road.
People Feel Safe	There is a pedestrian subway under the carriageway adjacent to Salem Baptist Church and Knights Gardens. This subway is poorly lit in places and has poor visibility for pedestrians, with blind corners on each approach. Outside of this, the carriageway is generally well segregated and benefits from good visibility from the	The subway could be improved to include mirrors and better lighting.

	surrounding areas. Fines are also in place to prohibit anti-social behaviour.	
Not Too Noisy	Traffic noise was noted along the route, as well as noise from businesses along the route. Given the nature of Uxbridge Road, as a dual carriageway, traffic noise was expected.	Noise from traffic could be reduced with a higher uptake of sustainable travel modes e.g., walking or cycling.
Easy to Cross	There are a number of signalised crossing points along the route. These crossings are signalised and offer refuge islands and guard railings for pedestrian safety.	No room for improvement
Places to stop and rest	There are benches along the route, particularly outside the parades of shops on the northern side of Uxbridge Road. Further areas of shade and shelter can be found in the parks and greenspaces along the route. The bus stops along the route also offer a place of shelter with benches.	No room for improvement
Shade and Shelter	The parks along the route offer shaded areas, which can also be used for shelter. There are also bus stops with waiting shelters and benches on both sides of the carriageway.	No room for improvement
People feel relaxed	The footways and cycle paths are generally of a good quality along the route, on both sides of the carriageway. These are well marked. It should be noted that some local businesses do clutter the carriageway, or have vehicles reversing on the northern side.	No area for improvement
Things to see and do	There are a number of parades of shops along the route, alongside several parks and recreation grounds.	No area for improvement

(Source: Active Travel Zone Assessment)

Route 2 – Development site eastwards along Uxbridge Road to Park Road Green

4.23 **Table 4.3** reviews the journey along Route 2 against each healthy streets indicator. As discussed previously the photos taken along this route are provided at **Appendix C**.



Table 4.3 – Healthy Streets Analysis of Route 2

Healthy Streets Indicator	Observations	Areas for Improvement
Clean Air	There are cycle lanes along both sides of the route and good footway provision. It is noted that there is a lack of tree planting in the area away from Park Road Green.	There is a potential to plant more trees along the route. Greater uptake of sustainable travel modes would also reduce traffic volumes.
People Feel Safe	There is a pedestrian subway located to the Cottage Cars dealership. This subway is of a poor design and has multiple blind spots and poor lighting.	The subway could be improved to include mirrors and better lighting.
Not Too Noisy	Traffic noise was noted along the route, as well as noise from businesses along the route. Given the nature of Uxbridge Road, as a dual carriageway, traffic noise was expected.	Noise from traffic could be reduced with a higher uptake of sustainable travel modes e.g. walking or cycling.
Easy to Cross	There are a number of signalised crossing points along the route which have pedestrian refuges and guard railings for increased safety. Uncontrolled crossing points are also provided at minor junctions. There is also a pedestrian subway to the east of the site (by the Cottage Cars dealership).	Improvements could be made to the pedestrian subway, as discussed before.
Places to stop and rest	There are limited places along the route to stop and rest before Park Road Green, however, there are bus stops with benches at bus stops along the route.	Provision of benches.
Shade and Shelter	Trees line much of the northern side of the carriageway, offering shade and shelter.	There is scope to plant more trees on the southern side of the carriageway.
People feel relaxed	The footways and cycle lanes are of a good quality and are wide and well-marked.	No room for improvement.
Things to see and do	There are a number of shops and local businesses along the route.	No room for improvement.

(Source: Active Travel Zone Assessment)



Route 3 – Northwards from Park Road Green, continuing along Park Road and Park Lane

4.24 **Table 4.4** reviews the journey along route 3 against each healthy streets indicator. As discussed previously the photos taken along this route are provided at **Appendix C**.

Table 4.4: Healthy Streets Analysis of Route 3

Healthy Streets Indicator	Observations	Areas for Improvement
Clean Air	Trees line the route and traffic levels are relatively low due to the residential nature of the street.	Further uptake in sustainable travel modes to reduce traffic levels.
People Feel Safe	The footways are lit and of a sufficient quality.	No room for improvement.
Not Too Noisy	Some traffic noise was noted along the Park Road section of the route from Uxbridge Road. However, there was significantly less noise along Park Road given the lower levels of traffic and the nature of the surrounding residential area.	Further uptake in sustainable travel modes to reduce traffic levels and associated noise on Park Road.
Easy to Cross	There are uncontrolled crossing points at the Park Road / Uxbridge Road junction and at the roundabout junction on Park Lane. Each crossing has tactile paving and pedestrian refuge islands.	No room for improvement.
Places to stop and rest	There are limited places to stop and rest along Park Road and Park Lane, given that they are both residential streets this would be anticipated. Despite this, there are benches in Park Road Green which could be used.	No room for improvement.
Shade and Shelter	Trees line much of the route along Park Lane and Park Road Green offers areas of shade.	No room for improvement.
People feel relaxed	The footways are of a good quality and are not cluttered.	No room for improvement.
Things to see and do	Given that the route is formed predominantly of residential streets there are limited things to see and do. Park Road Green, however, offers play and gym equipment accessible to all.	No room for improvement.

(Source: Active Travel Zone Assessment)



Route 4 – Southwards along Angel Lane, Wood End Green Road and Tudor Road, onto Judge Heath Lane

4.25 **Table 4.5** reviews the journey along route 4 against each healthy streets indicator. As discussed previously the photos taken along this route are provided at **Appendix C**.

Table 4.5: Healthy Streets Analysis of Route 4

Healthy Streets Indicator	Observations	Areas for Improvement
Clean Air	Levels of traffic are anticipated to be low along this route, given all the roads are predominately residential in nature. There is limited tree cover also along the route, particularly on the Wood End Green Road section.	There is scope for more tree planting along the route.
People Feel Safe	The footways are lit and of a sufficient quality.	No room for improvement.
Not Too Noisy	Given that the route is formed of residential streets, there is little noise along the route.	No room for improvement.
Easy to Cross	There are uncontrolled crossing facilities at the Angel Lane / Wood End Green Road / Kingsway roundabout and at the Tudor Road / Judge Heath Lane junction. A zebra crossing is located across Judge Heath Lane and dropped kerbs are also provided across minor junctions.	No room for improvement.
Places to stop and rest	Given that the route is made of residential streets, there are limited places to stop and rest.	More places to stop and rest could be included.
Shade and Shelter	Shaded areas are provided at the Angel Lane / Wood End Green Road / Kingsway roundabout with trees from neighbouring properties. There are limited areas of shade and shelter along Angel Lane, Tudor Road and Judge Heath Lane.	There is scope to plant more trees along the route.
People feel relaxed	The footway provision is of a sufficient quality along the route. It is noted that there is a narrow cut-through pedestrian route at the junction of Wood End Green Road and Tudor Road. Given the residential nature of the route the speeds are low.	No room for improvement.



Things to see and do	Given that the route is formed of residential streets, there are limited things to see and do. However, there is a newsagent (Tudor Stores) at the junction of Wood End Green Road and Tudor Road.	No room for improvement.
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(Source: Active Travel Zone Assessment)

ATZ Assessment Summary and Identified Improvements

Potential Improvements

4.26 The following improvements have been identified across the assessment:

- A potential to plant more trees across the neighbourhood area to increase shade and shelter, particularly along route 2 and 4;
- The potential to improve the pedestrian subway provisions underneath Uxbridge Road, located on route 1 and 2; particularly to improve lighting and provide mirrors.

Improvements vs Mitigation

4.27 It is essential that any financial contributions sought towards the mitigation of the proposed development are sought within the National Planning Policy Framework (NPPF) 2019 conditions. The NPPF states that, "*planning obligations must only be sought where they meet the following tests:*

- *Necessary to make the development acceptable in planning terms;*
- *Directly related to the development;*
- *Fairly and reasonably related in scale and kind".*

5. ROAD NETWORK

Introduction

- 5.1 This section of the Transport Statement provides a summary of the existing local highway network in the vicinity of the site location. In addition, accident trends on the local highway network over the latest 5-year period have been summarised.

Local Highway Network

- 5.2 A description is provided below of the local highway network in the immediate vicinity of the site; for ease it is also shown in **Figure 5.1** below.

Figure 5.1: Local Highway Network



(Source: Google Maps)

A4020 Uxbridge Road

- 5.3 The site fronts onto A4020 Uxbridge Road, which runs along the northern boundary of the site. A4020 Uxbridge Road is a dual carriageway which runs east – west between Uxbridge in the east and Shepherds Bush Green in the west.
- 5.4 In the vicinity of the site there is a single yellow line restriction on both sides of A4020 Uxbridge Road, which prohibits stopping Monday – Saturday 08:00 – 17:30. The yellow line restriction terminates some 30m west of the site. On-street parking occurs on the southern side of the carriageway. There are marked pay and display spaces adjacent to the parade of shops



on the northern side of the carriageway some 300m northwest of the site. Vehicles travelling past the site on the A4020 Uxbridge Road are subject to a 40mph speed limit.

- 5.5 To the immediate east of the site, the A4020 Uxbridge Road forms the major approach to a T-junction with Angel Lane. Angel Lane, the minor approach, is a one-way street meaning all access is taken from A4020 Uxbridge Road. Further to the northeast of the site, A4020 Uxbridge Road meets Hayes End Road, via a signalised T-junction.

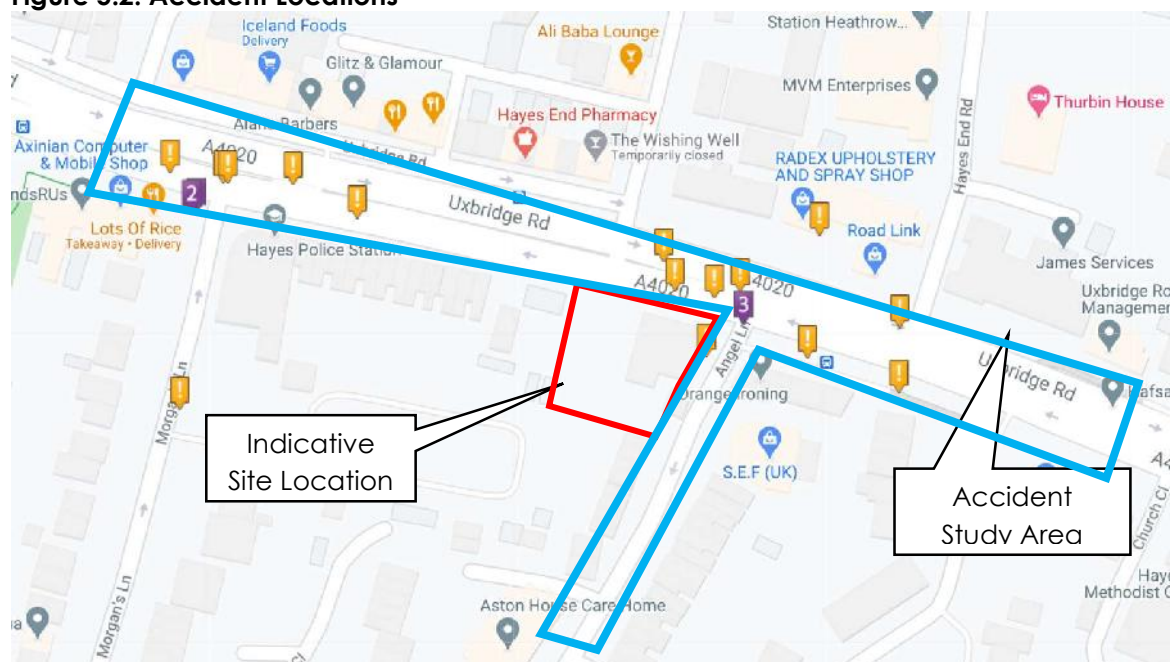
Angel Lane

- 5.6 Angel Lane forms the eastern boundary of the site, it is some 210m in length and 5m wide. It runs one-way southwest from A4020 Uxbridge Road to the roundabout of Angel Lane / Morgan's Lane / Wood End Green Road / Kingsway at the south-eastern terminus.
- 5.7 Angel Lane is subject to a 30mph speed limit and restricts vehicles above 7.5t, except for access. A single yellow line restriction is in place along the entire eastern side of the carriageway along the lane and for a 42m portion of the western side of the carriageway adjacent to the site, the single yellow line restricts waiting Monday – Saturday 08:00 – 17:30. Along the western side of the carriageway, there is on-street parking, which is not subject to restriction, which has space for approximately 24 vehicles to park.

Road Safety

- 5.8 Accident data for the most recent 5-year period (2016 - 2020) has been obtained from Crashmap for the network surrounding the site. The locations of the accidents are shown in **Figure 5.2**.

Figure 5.2: Accident Locations



(Source: Crash Map)

5.9 As can be seen in **Figure 5.2**, a total of 20 accidents have been recorded in the vicinity of the site. Of the recorded accidents, 19 were recorded as slight, whilst 1 was recorded as serious and no fatal accidents were recorded.

5.10 **Table 5.1** below summarises the year and severity of the accidents recorded in the vicinity of the site.

Table 5.1: Accidents by Year and Severity

Severity	2016	2017	2018	2019	2020	Total
Slight	7	7	1	4	0	19
Serious	0	1	0	0	0	1
Fatal	0	0	0	0	0	0
Total	7	8	1	4	0	20

(Source: Crash Map)

5.11 As can be seen in **Table 5.1** above, a relatively low level of accidents have occurred within the immediate vicinity of the site, the 20 accidents recorded over the most recent 5-year period equate to just 4 accidents per year which would not be considered as severe given the importance of A4020 Uxbridge Road as a key route into London, as well as locally through Hayes.



- 5.12 It is therefore considered that the development proposals will not result in an undue impact onto road safety.

6. TRIP GENERATION

Introduction

- 6.1 This section of the Transport Statement considers the likely trip generation associated with the change of use from the Angel Public House to an Muslim Community Centre. Vehicle trip rates for 'Public House' will be derived and will be compared with the likely vehicle trip generation of the proposed Centre.

Trip Generation

Former Use

- 6.2 The site was formerly occupied by The Angel Public House, which operated as a Public House until 2018. The TRICS database has been interrogated in order to derive the trip generation associated with The Angel, the following TRICS parameters have been used:
- Land Use: Hotel, Food & Drink – Public House (without Restaurant);
 - Size: 120 – 750m² Gross Floor Area;
 - Date Range: 01/01/2011 – 10/07/2016; and
 - Location: Town Centre, Edge of Town Centre.

- 6.3 **Table 6.1** below summarises the trip rates and resultant trip generation of the former Public House. The TRICS outputs for the Public House use are provided at **Appendix D**.

Table 6.1: Former Public House, Vehicle Trip Generation

Land Use	AM (08:00 – 09:00)			Afternoon (13:00 – 14:00)			PM (17:00 – 18:00)		
	Arr	Dep	Two-Way	Arr	Dep	Two-Way	Arr	Dep	Two-Way
Trip Rates	0	0	0	0.631	0.541	1.172	3.333	2.703	6.036
Trip Generation	0	0	0	3	2	5	14	11	25

(Source: TRICS)

- 6.4 As can be seen in the table above, the former Public House would be anticipated to have generated some 5 two-way vehicle trips in the Afternoon peak hour and 25 two-way vehicle trips in the PM peak hour. No vehicle trips would be generated in the AM peak hour due to it occurring before a Public House would typically open.
- 6.5 Furthermore, as is discussed in the accompanying Design and Access Statement, the function room at The Angel was regularly used for a range of community events, including



Weddings, Parties and Discos. The capacity for the function room was 100 people, it should therefore be noted that additional vehicle trip generation and parking demand would have been associated with the function room at the site; however, this has not been quantified within the TRICS assessment.

Proposed Use – Number of Attendants

6.6 In order to determine the level of trip generation anticipated as a result of the change of use to the Muslim Community Centre, information supplied by the client has been obtained to determine the likely number of attendants arriving at the site within the likely network peak hours. A first principles approach has then been taken to identify the number of attendants arriving at the site within the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak periods, further information provided by the client has then been used to identify the level of trips to the site by mode.

6.7 **Table 6.2** summarises the community activities hosted at the Centre, identifying time, day, and the number of attendees, this is based upon data supplied by the client in the Design and Access Statement.

Table 6.2: Intended Community Events

Days Held	Activity	Numbers Attending	Duration
Monday – Friday	Children's Classes	60 – 80	17:00 – 19:00
Monday – Friday	Drop in Surgery Health and Fitness	20 – 30	09:00 – 14:00 09:00 – 12:00 (Friday)
Monday – Friday	Counselling / Knit and Natter	20 – 25	15:00 – 17:00
Monday	Men's Study Circle	15 – 20	18:00 – 21:00
Tuesday	Women's Study Circle	15 – 20	10:00 – 12:00
Tuesday	Elderly People's Lunch Club / Meeting Outreach	15 – 20	13:00 – 15:00
Tuesday – Wednesday	Adult Classes	20 – 25	10:00 – 12:00
Wednesday	Guest Speakers	50+	20:00 – 22:00
Thursday	Sister's Circle	25	19:00 – 22:00
Friday	Interfaith / Community Meetings	30 – 40	14:00 – 16:00
Saturday	Homework Club / Youth Club / Tutoring & Training / Mentoring	50+ (each day)	10:00 – 23:00
Sunday			10:00 – 22:00

(Source: Design and Access Statement)

6.8 As can be seen from **Table 6.2** most of the Muslim Culture and Community Centre's activities occur outside the typical highway network peaks; however, it is acknowledged that a

number of community activities occur within or around the known AM (08:00 – 09:00) and PM (17:00 – 18:00) network peaks. It should be noted that no wedding functions or live music events will occur at the site. The quantum of anticipated attendants during the AM and PM peak periods is discussed in the later part of this section.

- 6.9 **Table 6.3** summarises the prayer times at the centre, alongside likely times and attendant numbers, this data has also been taken from the accompanying Design and Access Statement.

Table 6.3: Intended Usage for the Week – Prayer Activities

Prayer Times	Duration (Monday – Sunday)	Likely Attendance
Dawn (Fajr)	10 mins (time varies)	15
Mid-day (Zuhr)	15 mins (13:30)	50 – 85
Mid-afternoon (Asr)	10 mins (time varies)	60 – 85
Sunset (Maghrib)	20 mins (time varies)	60 – 85
Evening (Isha)	25 mins (time varies)	75+
Friday (Jummah)	60 mins (13:00 – 14:00)	220+ *

(Source: Submitted Design and Access Statement)

*based on the equivalent floor area at Hayes Muslim Centre

- 6.10 As can be seen in **Table 6.2** and **6.3**, there are two events for which attendants will arrive and depart within the AM and PM peak periods. It is anticipated that 20 – 30 attendants will arrive Monday – Friday in the AM peak for the drop in surgery health and fitness session; whilst 15 – 20 attendants are anticipated for the men's study circle which occurs on Monday 18:00 – 21:00. Furthermore, dependent on the time of year, the Maghrib prayer (which occurs at sunset) would likely have 60 – 85 attendants; at the time of writing this report (October) the prayer occurs at approximately 18:00, meaning attendants would arrive within the PM peak period.
- 6.11 To be robust, it has been assumed that 50 attendants would arrive in the AM peak, a maximum of 220 attendants would attend Friday prayer and there would be 85 attendants in the PM peak; it should be noted that these levels of attendance have assumed for robustness, as in reality not all attendants would arrive for the immediate start time (particularly for the drop in surgery). Furthermore, for robustness, the attendants of the Men's Study Circle, which occurs Monday 18:00 – 21:00, have been considered in addition to the attendants of the Maghrib prayer; even though it is likely that attendants of the Study Circle would also attend the prayer.



- 6.12 As can also be seen **Table 6.3**, the highest attendance for any event (community or prayer) is anticipated for the Friday Prayer (Jumma) for which the accompanying Design and Access Statement anticipated a maximum of 220 attendants between 13:00 – 14:00 on Fridays. Although the Friday Prayer occurs outside of the established AM and PM peak periods, the breakdown of anticipated trips to Friday Prayer is discussed in the following part of this section.

Travel Survey Results

Mode Split

- 6.13 Information has also been supplied by the Hayes Muslim Centre regarding the results of a travel survey which was undertaken in 2021 to establish how users of the Hayes Muslim Centre travel to the centre, and to establish the catchment for the centre. The results of the travel survey and the subsequent catchment identified have been applied to the likely trip generation of the proposed centre.
- 6.14 **Table 6.4** summarises the modal split which has been identified from the results of the 2021 travel survey undertaken at Hayes Muslim Centre, which can be found in **Appendix E**.

Table 6.4: Hayes Muslim Centre – Modal Split

Mode of Transport	Percentage	Number of Respondent Trips
Walk	49%	58
Cycle	4%	5
Bus	18%	21
Car Driver	29%	34
Total	100%	118

(Source: Information Submitted by the Client)

- 6.15 As can be seen in **Table 6.4**, a total of 71% of respondents to the survey travelled to the Hayes Muslim Centre via sustainable modes, whilst 29% of respondents travelled as a car driver or passenger. It is noted that the majority of trips to the Centre were undertaken on foot, this is anticipated given the catchment of the centre which was also determined via the results of the travel survey.
- 6.16 Furthermore, additional postcode analysis has been carried out for the attendants of the existing HMC site included in the survey. Attendants have been split into two categories, those within 2km of the proposed development and those who live over 2km. Following discussions with HMC, it has been established that there is likely to be some transference of



existing attendants to the proposed site at the Former Angel PH, particularly those who live within 2km of the site.

- 6.17 However, it is noted that of those travelling between 2km and 5km to the HMC, the mode sharing for walking was 40% which demonstrates that attendants are willing to travel up to 5km on foot to the site.
- 6.18 As such, **Table 6.5** summarises the modal split which has been identified from the results of the 2021 travel survey undertaken at Hayes Muslim Centre for those living within 2km of the development proposals.

Table 6.5: Hayes Muslim Centre – 2km Modal Split

Mode of Transport	Percentage	Number of Respondent Trips
Walk	42%	18
Cycle	5%	2
Bus	23%	10
Car Driver	30%	13
Total	100%	43

(Source: Information Submitted by the Client) *Subject to rounding

- 6.19 As can be seen in **Table 6.5**, a total of 70% of respondents who live within 2km of the proposed development would be anticipated to travel via sustainable modes, whilst 30% of respondents might travel as a car driver or passenger.
- 6.20 Given the comparable nature and proximity of Hayes Muslim Centre, the mode split identified in **Table 6.5** has been applied to the anticipated number of attendants to community and prayer events occurring within the established AM and PM peak periods and during Friday prayer, to determine the level of vehicle trips, and trips occurring by sustainable modes; this is shown in **Table 6.6**.
- 6.21 **Table 6.6**, summarises the breakdown of trips, by mode, to the community and prayer events which occur within the established AM and PM peak periods and during the Friday prayer (in which the most attendants are anticipated).

Mode of Transport	Percentage	Resultant Trips		
		AM Peak	Friday Prayer	PM Peak
		50 Attendants	220 Attendants	85 Attendants
Walk	42%	21	92	36
Cycle	5%	2	11	4



Bus	23%	12	51	20
Car Driver	30%	15	66	25
Total	100% *	50	220	85

Table 6.6: Anticipated Attendant Trips by Mode

- 6.24 As can be seen in **Table 6.5**, a robust assessment of the anticipated attendants to the centre has identified that a total of 15 trips would arrive in the AM peak by car and 25 trips to the centre would arrive by car in the PM peak. The quantum of car trips in the AM and PM peak hours would not be considered material. It is noted that for Friday prayer (which occurs at 13:00), a total of 66 trips would be anticipated by car.

Multi-Occupancy Vehicle Trips

- 6.25 Furthermore, not all those travelling by car will do so as a single occupant. Information has been provided by HMC which suggests that, on average, there is 1 car per 2 site users generated for developments of this nature. The travel survey asked attendants when attending HMC, the number of others they car share with, the result of which indicated an average car occupancy of 2 people per car.
- 6.26 Applying this ratio to the number of attendants that are anticipated to travel by car and arrive during Friday Prayer suggests that 66 players (worst-case scenario) would arrive in a maximum of 33 cars.

Net Trip Generation

- 6.27 As has been previously discussed, the site was formerly occupied by The Angel Public House, **Table 6.5** details the net difference in vehicle trips of the former Public House and the proposed Community Centre.

Table 6.5: Vehicle Trip Comparison

Land Use	AM (08:00 – 09:00)			Afternoon (13:00 – 14:00)			PM (17:00 – 18:00)		
	Arr	Dep	Two-Way	Arr	Dep	Two-Way	Arr	Dep	Two-Way
Trip Generation	0	0	0	3	2	5	14	11	25
Proposed Community Centre	8	8	15	33	33	66	13	13	25
Difference	+8	+8	+15	+30	+31	+61	-1	+2	+0

*Subject to rounding

- 6.28 As can be seen in **Table 6.5** above, the proposed Community Centre would generate an additional 15 two-way vehicle trips in the AM peak, 61 two-way trips in the Afternoon peak



hour and no additional two-way vehicle trips in the PM peak. It is considered that as the development proposals will generate fewer vehicle trips than the Angel, that the impact of the proposed Community Centre would not be severe. It has also been noted that 61 vehicle trips are anticipated Friday prayer (equivalent to 31 vehicles), however, given the location of the site and on-site car parking provision, it would be anticipated that parking associated with these trips would be dispersed throughout the local area, this is discussed in **Section 7**.



7. PARKING AND SERVICING

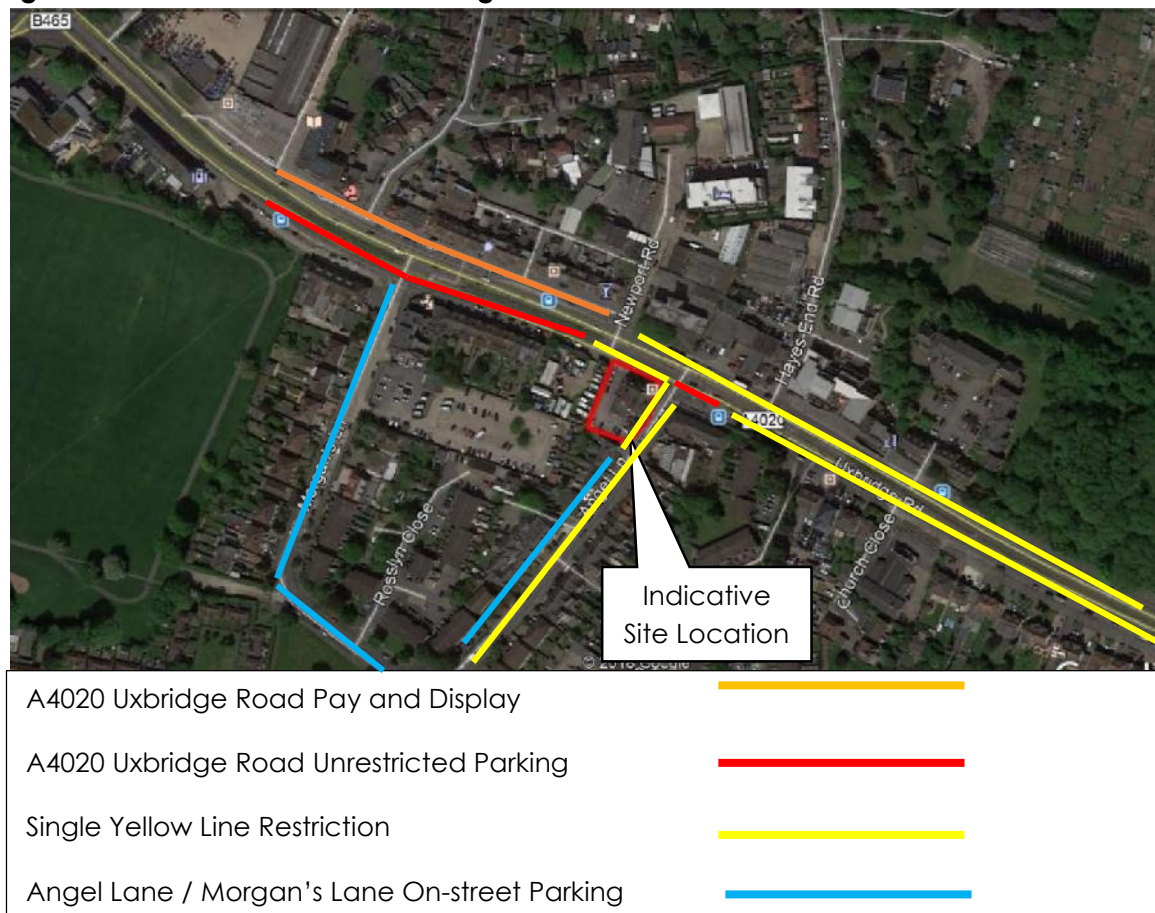
Introduction

- 7.1 This section of the Transport Statement considers parking and servicing requirements of the proposed Muslim Community Centre.

Car Parking

- 7.2 The maximum parking standards for the London Borough of Hillingdon as set out in Hillingdon's Unitary Development Plan. They can be summarised as follows:
- *D1 – Community Centre: 1 space per 50m²; and*
 - *D1 – Place of Worship: No Standard, sites to be considered on their merits.*
- 7.3 As can be seen from the parking standards above, a maximum of 16 spaces would be permitted for a Community Centre with a GFA of 800m². As the parking standards concern the maximum levels of parking, it is considered that due to the sustainable location of the site that a lower level of parking is more suitable than the permitted maximum. As the former Public House building is Grade II listed, no material changes will be made to the building or to the site layout, the current car park for the Public House will be retained. There are 11 car parking spaces, of which two spaces are disabled parking bays. Access to the car park is taken from A4020 Uxbridge Road on the northern boundary of the site and from Angel Lane on the eastern boundary of the site.
- 7.4 Additionally, motorcycle parking will be provided at the rate of 5% for car parking spaces. These motorcycle parking spaces will be provided with anchor points. The Hillingdon Local Plan: Part 2 Development Management Policies (2020) requires that 5% of all parking spaces should be provided with an active electric vehicle charging point with a further 5% having passive provision. However, the Highway Authority now refers to the London Plan - Intend to Publish Version (December 2019) standards. This requires that all car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.
- 7.5 Although it is anticipated that the majority of the attendants to the Centre will walk, it is acknowledged that some attendants may still drive, therefore, **Figure 7.1** details further available parking in the vicinity of the site outside of the 11 on-site parking spaces.

Figure 7.1: Available On-street Parking



(Source: Google)

- 7.6 The closest available parking is located to the immediate east of the site on the southern side of A420 Uxbridge Road, where space for 4 vehicles (26m) is available. Additional on-street parking is possible on the southern side A4020 Uxbridge Road, 40m west of the site and consists of unrestricted parking in-front of residential properties and shops. There is space for approximately 33 vehicles (198m) to park on-street.
- 7.7 On the northern side of A4020 Uxbridge Road, there are 34 marked on-street bays (three of which are disabled) which run parallel with a parade of shops. The bays are subject to pay and display restrictions Monday – Saturday maximum stay of 2 hours between 08:00 – 18:30.
- 7.8 On Angel Lane, along the eastern boundary, side of the carriageway, on-street parking is permitted whilst a single yellow line restriction restricts parking Monday – Saturday 06:00 – 20:30. There is space for up to 24 vehicles (144m) to park.
- 7.9 To the southwest of the site, there is space for up to 50 vehicles along Morgan's Lane, parking here is unrestricted.

- 7.10 In total, there is space for 95 spaces available on A4020 Uxbridge Road and Angel Lane.

Parking Survey Results

- 7.11 As discussed previously, the highway response provided by Hillingdon Council stated that this Transport Assessment was required to include the results of a parking survey which demonstrates how many spaces would be vacant and available for use by attendees of the centre. Therefore, a parking survey was undertaken on Friday 5th March between 11:45 – 12:45 to coincide with the approximate Friday prayer period at the time of the survey. **Figure 7.2** summarises the extent of which the parking survey considered.

Figure 7.2: Parking Survey Extent



(Source: Google Maps)

- 7.12 As can be seen in **Figure 7.2** above, the parking survey considered on-street parking areas along Uxbridge Road, Angel Lane, and Morgan's Lane. It should be noted that given the extent of the parking survey, two beats were undertaken at 11:45 and 12:15.

Angel Lane

- 7.13 There is space for approximately 24 vehicles to park along the western side of Angel Lane, which is located to the south of the site. **Table 7.1** summarises the number of occupied and vacant spaces identified along Angel Lane during the parking survey.

Table 7.1: Angel Lane Parking Survey Results

Time	Number of Spaces	Number of Spaces Occupied	Number of Vacant Spaces
11:45	24	22	6
12:15		20	8
Average		21	7

(Source: March 2021 Parking Survey)

- 7.14 Based on the results of the parking survey, it is anticipated that 7 vehicles could be accommodated on Angel Lane during the Friday prayer period.

Morgan's Lane

- 7.15 Morgan's Lane is located to the southwest of the site and is formed of a southern section and a western section, both of which connect onto Uxbridge Road. The southern section of Morgan's Lane can accommodate approximately 14 vehicles on both sides of the carriageway, whilst the western section could accommodate 37 vehicles on both sides of the carriageway; a total of 50 spaces. There are no parking restrictions along Morgan's Lane in either section. **Table 7.2** summarises the number of occupied and vacant spaces identified on Morgan's Lane during the parking survey.

Table 7.2: Morgan's Lane Parking Survey Results

Time	Number of Spaces	Number of Spaces Occupied	Number of Vacant Spaces
11:45	50	45	11
12:15		45	11
Average		45	11

(Source: March 2021 Parking Survey)

- 7.16 Based on the results of the parking survey, it is anticipated that 11 vehicles could be accommodated across Morgan's Lane during the Friday prayer period.

Uxbridge Road

- 7.17 Uxbridge Road forms the major route through Hayes and passes to the north of the site. There are a number of sections of on-street parking available along Uxbridge Road, which are located to the north, east and west of the site.
- 7.18 In the northern section of parking along Uxbridge Road is located in front of a parade of shops and has 34 parking spaces. The western section of parking along Uxbridge Road is located on the southern section of the carriageway, in front of a parade of shops; there are 33 spaces available in this section. The eastern section of parking has space for approximately 27 vehicles. In total, there is space for approximately 94 vehicles within the

vicinity of the site across the parking sections in the vicinity of the site. **Table 7.3** summarises the results of the parking survey along Uxbridge Road by section.

Table 7.3: Uxbridge Road Parking Survey Results

Time	Number of Spaces	Number of Spaces Occupied	Number of Vacant Spaces
Uxbridge Road (Northern Section)			
11:45	34	23	11
12:15		22	12
Average		23	12
Uxbridge Road (Western Section)			
11:45	33	16	17
12:15		16	17
Average		16	17
Uxbridge Road (Eastern Section)			
11:45	27	25	2
12:15		24	3
Average		25	3
Uxbridge Road (All Sections)			
11:45	94	65	30
12:15		62	32
Average		64	31

(Source: Parking Survey Results)

- 7.19 As can be seen in **Table 7.3**, the section of Uxbridge Road with the most available parking is located to the west of the site, where an average of 17 spaces would be vacant. Across all sections of Uxbridge Road, it would be anticipated that there would be an average of 31 vacant spaces available for users of the centre to park in during this period.

Total Vacant Spaces

- 7.20 **Table 7.4** summarises the average total of vacant spaces observed within the parking survey on Angel Lane, Morgan's Lane and along Uxbridge Road during the Friday prayer period.

Table 7.4: Average Total of Vacant Spaces

Section	Total Number of Spaces Available	Average Number of Occupied Spaces	Average Number of Vacant Spaces
Angel Lane	24	21	7
Morgan's Lane	50	45	11
Uxbridge Road	94	64	31
Total	168	130	49



- 7.21 As can be seen in **Table 7.4**, an average of 49 vacant spaces would be anticipated across the parking survey study area. It is anticipated that this level of vacant spaces would be able to accommodate a significant proportion of the vehicles associated with the centre during the Friday prayer period.
- 7.22 It should be noted that the overall results of the parking survey may have double counted vehicles which are owned by local residents who would likely use the centre but live (and park) locally.

Cycle Parking

- 7.23 Cycle parking standards for 'Places of Worship and Community Centres' are outlined in the Hillingdon Local Plan Part 2 – Development Management Policies document. It is noted that the cycle parking for 'Places of Worship and Community Centres' is subject to an individual basis and subject to appraisal.
- 7.24 As part of the development proposals, a total of 10 secure cycle parking spaces will be provided, while within the building footprint, a shower facility will also be provided on-site to further encourage cycling to the site
- 7.25 Additional on-street cycle parking is also provided to the north of the site on A4020 Uxbridge Road some 25m from the site in the form of two Sheffield stands, which can accommodate 4 bicycles.

Servicing

- 7.26 Servicing of the Centre will occur within the site and is considered to be in line with the previous servicing of the Public House.
- 7.27 Manual for Streets (MfS) indicates that the access requirements for emergency vehicles are generally stipulated by the Fire Service. Consulting national guidance, *The Building Regulations 2010 'Fire Safety' (2013) Approved Document B Section 5 'Access and Facilities for the Fire and Rescue Service'*, Table 8 sets out that 'Typical Fire and Rescue Service Vehicle Access Route Specification' which stipulates that a minimum road width of 3.7m be provided and turning facilities should be provided in any cul-de-sac that is more than 20m long. Emergency vehicle access can take place both A4020 Uxbridge Road and from Angel Lane.



8. SUMMARY & CONCLUSIONS

Summary

8.1 This Transport Statement has been prepared to accompany a change of use application for the former The Angel Public House, to an Muslim Community Centre. The change of use application seeks to provide new community facilities for the existing Muslim community in the area, the following summarises the key findings:

- The proposals are in keeping with both the local and national transport and the land use planning policy agenda;
- The site is in a highly accessible location, and the has a 2 / 3 PTAL rating;
- An active travel zone assessment has been undertaken in line with the Transport for London guidance;
- The development proposals seek to provide new community and education facilities for the local Muslim community. Information regarding events, attendance, and mode split, provided by the client, has demonstrated that the trip generation associated with the site will be predominantly outside of the AM and PM highway network peaks;
- A comparison of the likely vehicle trip generation for the former Public House use and the proposed Community Centre use has identified that the proposed Community Centre would generate an additional 15 two-way vehicle trips in the AM peak, 61 two-way trips during the Friday afternoon peak hour and no additional vehicle trips in the PM peak hour, when compared with the development s previous use as a Public House;
- 11 car parking spaces will be retained, further opportunities to park have also been identified in the near vicinity of the site on A4020 Uxbridge Road and on Angel Lane albeit, the majority of trips will be undertaken by sustainable modes. Furthermore, 10 cycle parking spaces will be provided for the site; and
- Servicing will occur within the curtilage of the site, mirroring the arrangement from the previous use.

Conclusion

8.2 Given the above, it is considered that the proposals will not result in a 'severe residual cumulative impact' (the test set out in NPPF); indeed, they will be complementary to the

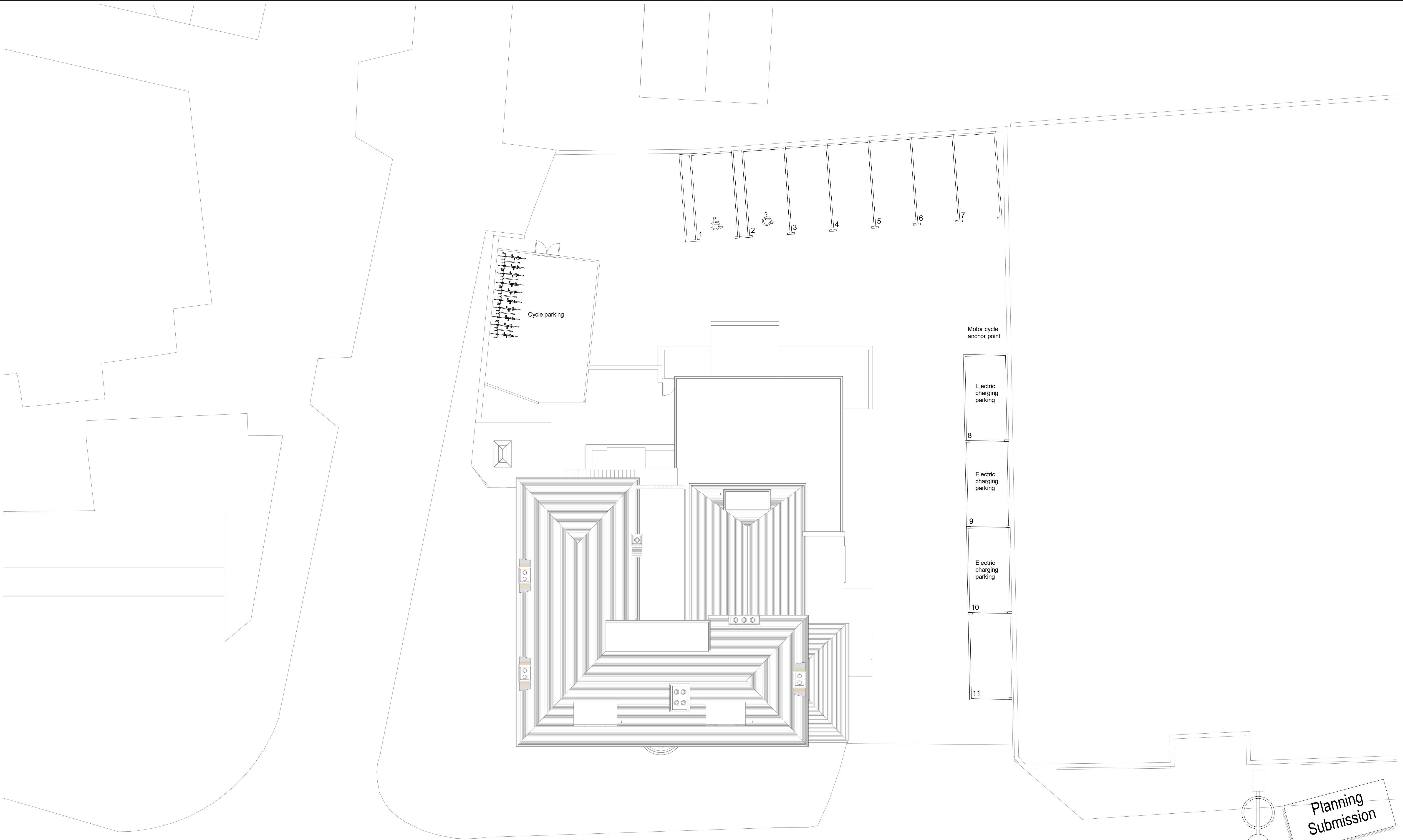


prevailing policy agenda. As such, there are no substantive highway grounds why the development should not be granted consent.

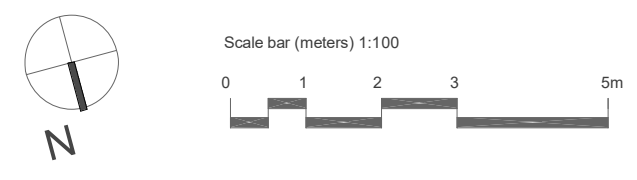


Appendix A

Indicative Site Layout



1 Proposed Site Plan
1 : 100



No.	Description	Date	Issued by

Planning Submission

Alter: U W A

THE TRUSTEES HMC

For:

Chartered Architects

Project: THE ANGEL HMC

Address: 697 UXBRIDGE ROAD, HAYES UB4 8HX

Drawing title: Proposed Site plan

Scale: 1 : 100 @ A1

Date: 09/04/2021

Drawn by: YB

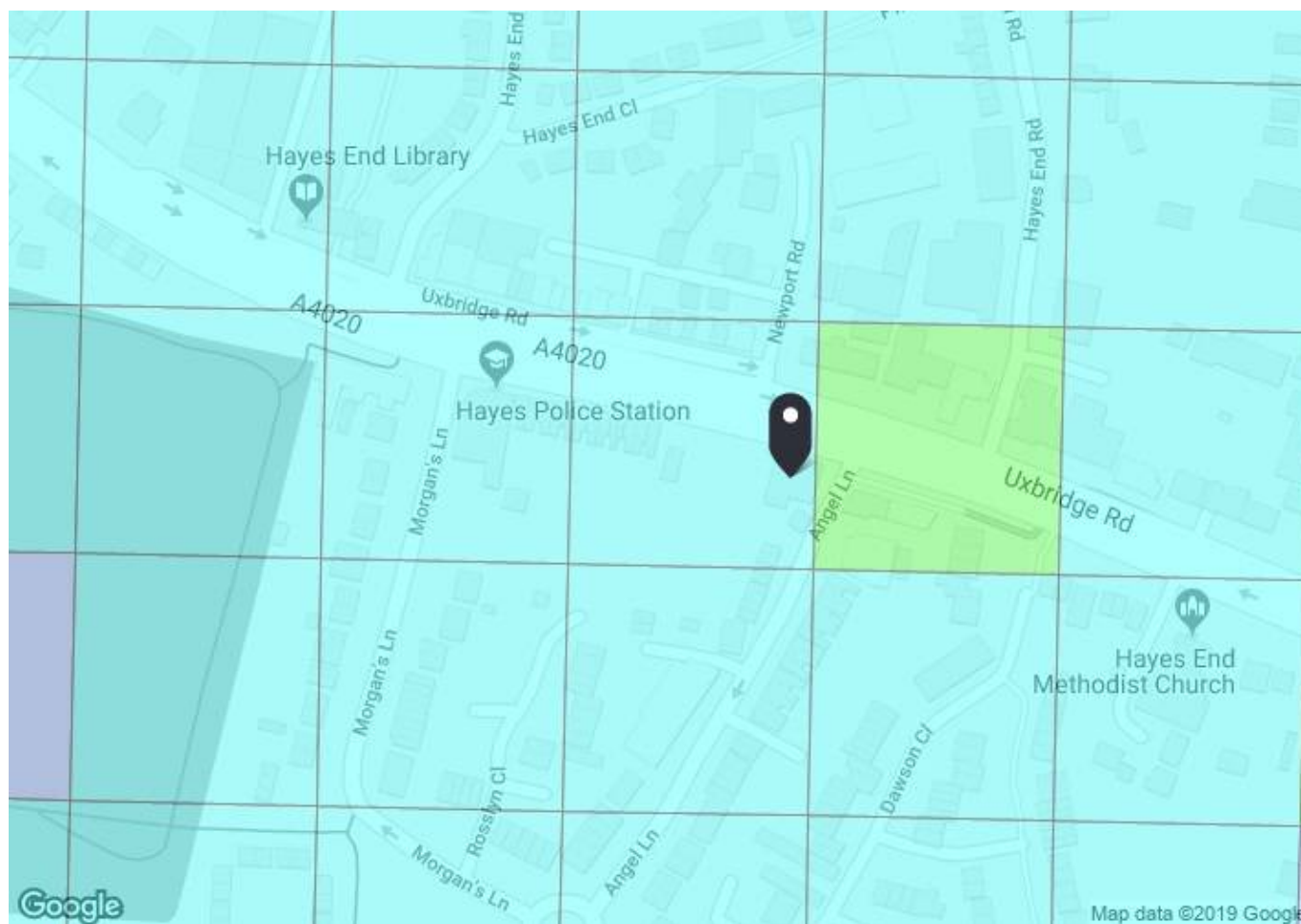
Drawing num: 786/HMC/ PP-210

Rev:



Appendix B

PTAL / TIM Outputs



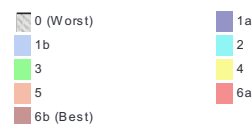
PTAL output for Base Year 2

697 Uxbridge Rd
697 Uxbridge Rd, Hayes UB4 8HX, UK
Easting: 508786, Northing: 181830

Grid Cell: 87156

Report generated: 08/05/2019

Map key - PTAL



Map layers

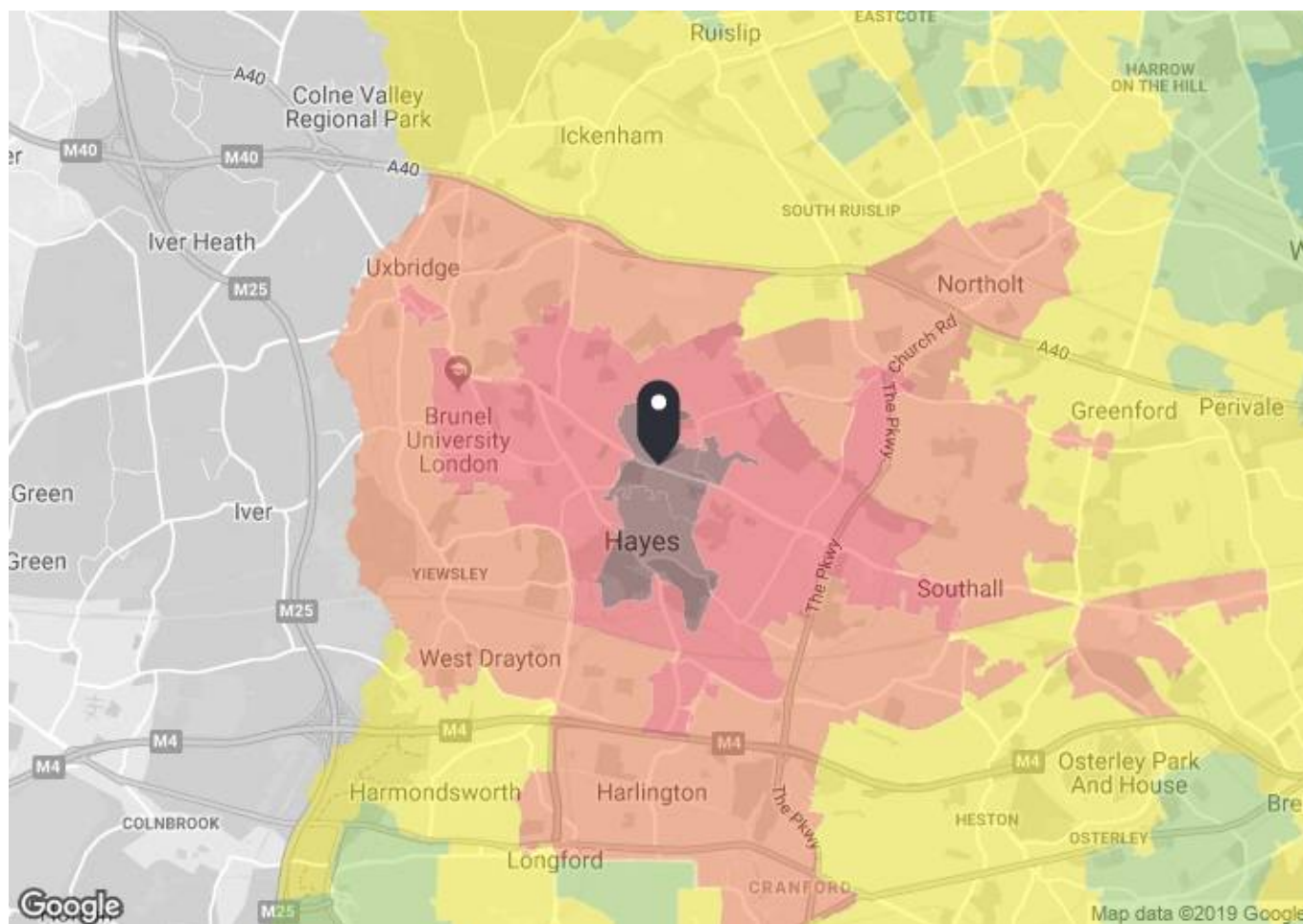
 PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HAYES POLICE STATION	H98	111.96	7.5	1.4	6	7.4	4.05	0.5	2.03
Bus	HAYES POLICE STATION	427	111.96	7.5	1.4	6	7.4	4.05	1	4.05
Bus	HAYES POLICE STATION	607	111.96	6	1.4	7	8.4	3.57	0.5	1.79
Bus	HEWENS RD UXBRIDGE RD	U7	422.43	2	5.28	17	22.28	1.35	0.5	0.67
Total Grid Cell AI:										8.54



TIM output for Base Year

Scenario: Base Year Mode: All public transport modes, Time of day: AM peak, Direction: From location

697 Uxbridge Rd
697 Uxbridge Rd, Hayes UB4 8HX, UK
Easting: 508786, Northing: 181830

Report generated: 08/05/2019

Population and employment: GLA forecasts 2016
Town Centres: GLA 2016
Education: EduBase 2016
Health: NHS Direct, CQC 2016

Code: NT086A05A

Map key - Travel Time

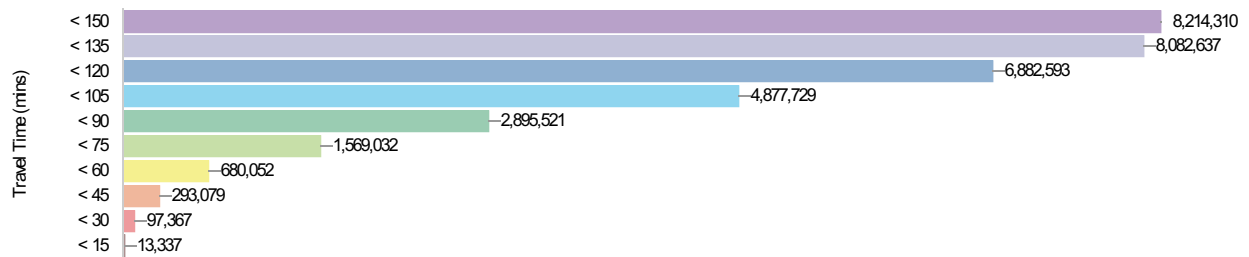
< 15 mins	15 - 30 mins
30 - 45 mins	45 - 60 mins
60 - 75 mins	75 - 90 mins
90 - 105 mins	105 - 120 mins
120 - 135 mins	135 - 150 mins

Map layers

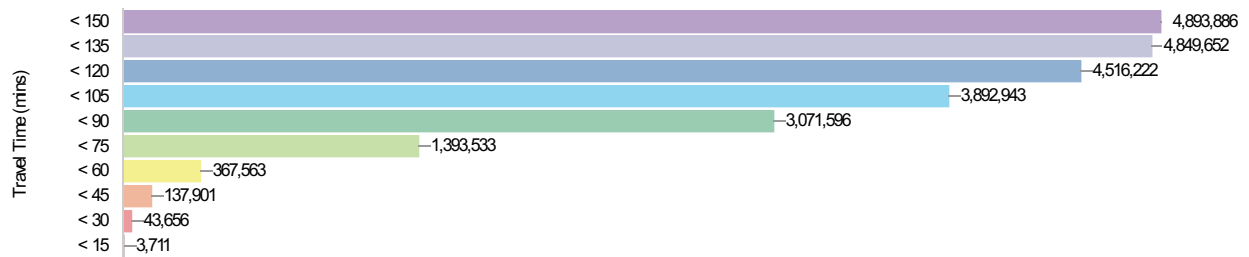
 Travel Times

Catchment data for your current selection

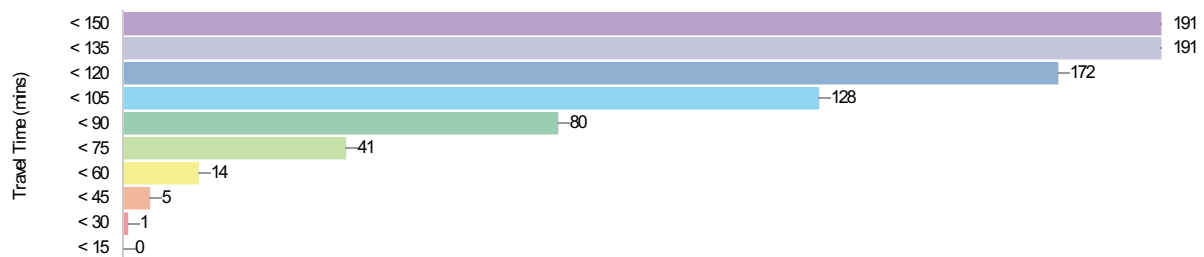
Population - Total: London 2011



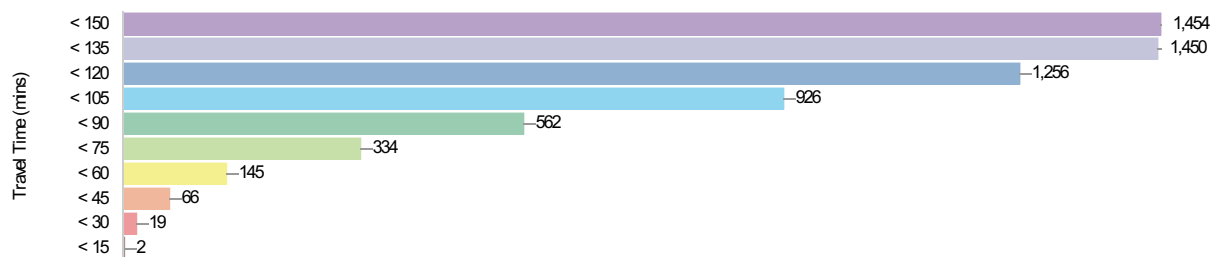
Employment - Jobs: London 2011



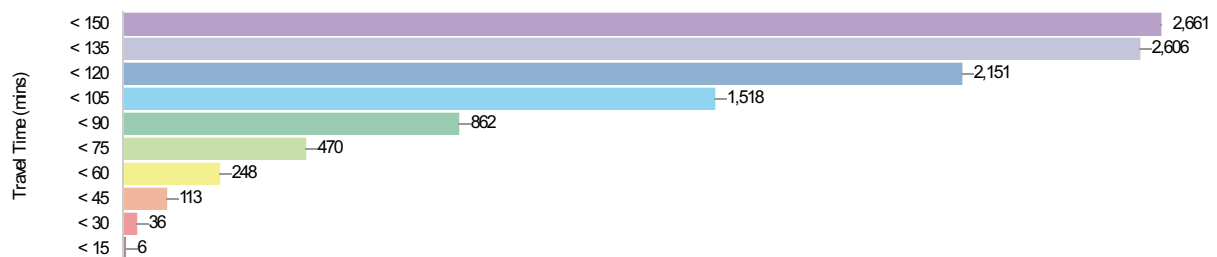
Town centres - Metropolitan, major and district: London



Health services - GP Surgeries: London



Education establishments - Primary schools: London





Appendix C

Photos



4.4



4.3



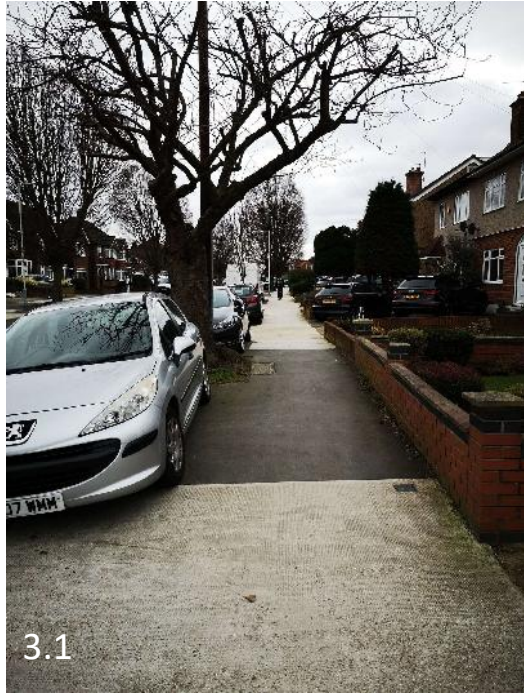
4.2



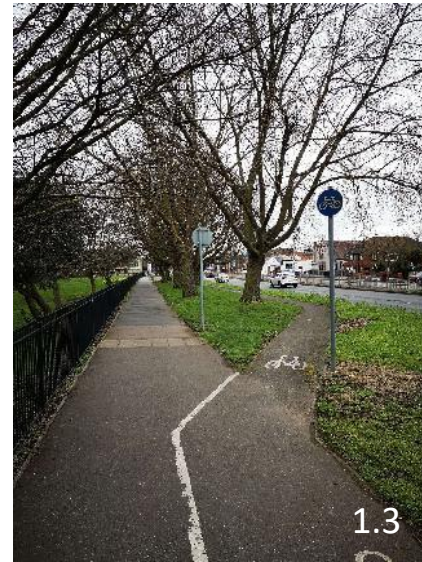
1.8



4.1











Appendix D

TRICS

Calculation Reference: AUDIT-640801-190508-0524

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : I - PUBLIC HOUSE (WITHOUT RESTAURANT)
 VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 510 to 600 (units: sqm)
 Range Selected by User: 120 to 750 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 10/07/16

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Friday 2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre	1
Edge of Town Centre	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Built-Up Zone	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

A4 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	2 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	2 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	LN-06-I-01 NORTH STREET GRANTHAM	PUBLIC HOUSE	LINCOLNSHIRE
	Town Centre Built-Up Zone		
	Total Gross floor area:	510 sqm	
	Survey date: FRIDAY	14/06/13	Survey Type: MANUAL
2	WY-06-I-01 HALIFAX ROAD LIVERSEDGE	PUBLIC HOUSE	WEST YORKSHIRE
	Edge of Town Centre No Sub Category		
	Total Gross floor area:	600 sqm	
	Survey date: FRIDAY	25/04/14	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)
VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00	1	510	0.196	1	510	0.000	1	510	0.196
12:00 - 13:00	2	555	0.180	2	555	0.090	2	555	0.270
13:00 - 14:00	2	555	0.631	2	555	0.541	2	555	1.172
14:00 - 15:00	2	555	0.450	2	555	0.450	2	555	0.900
15:00 - 16:00	2	555	1.532	2	555	0.541	2	555	2.073
16:00 - 17:00	2	555	2.162	2	555	1.171	2	555	3.333
17:00 - 18:00	2	555	3.333	2	555	2.703	2	555	6.036
18:00 - 19:00	2	555	1.441	2	555	2.432	2	555	3.873
19:00 - 20:00	2	555	1.261	2	555	1.892	2	555	3.153
20:00 - 21:00	2	555	1.532	2	555	1.712	2	555	3.244
21:00 - 22:00	2	555	0.901	2	555	1.351	2	555	2.252
22:00 - 23:00	2	555	0.901	2	555	1.351	2	555	2.252
23:00 - 24:00	1	510	0.392	1	510	0.588	1	510	0.980
Total Rates:			14.912			14.822			29.734

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	510 - 600 (units: sqm)
Survey date date range:	01/01/11 - 10/07/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00	1	510	0.000	1	510	0.000	1	510	0.000
12:00 - 13:00	2	555	0.000	2	555	0.090	2	555	0.090
13:00 - 14:00	2	555	0.180	2	555	0.180	2	555	0.360
14:00 - 15:00	2	555	0.000	2	555	0.000	2	555	0.000
15:00 - 16:00	2	555	0.090	2	555	0.000	2	555	0.090
16:00 - 17:00	2	555	0.180	2	555	0.270	2	555	0.450
17:00 - 18:00	2	555	0.450	2	555	0.450	2	555	0.900
18:00 - 19:00	2	555	0.180	2	555	0.180	2	555	0.360
19:00 - 20:00	2	555	0.541	2	555	0.450	2	555	0.991
20:00 - 21:00	2	555	0.450	2	555	0.541	2	555	0.991
21:00 - 22:00	2	555	0.541	2	555	0.541	2	555	1.082
22:00 - 23:00	2	555	0.721	2	555	0.721	2	555	1.442
23:00 - 24:00	1	510	0.392	1	510	0.392	1	510	0.784
Total Rates:			3.725			3.815			7.540

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00	1	510	0.000	1	510	0.000	1	510	0.000
12:00 - 13:00	2	555	0.000	2	555	0.000	2	555	0.000
13:00 - 14:00	2	555	0.000	2	555	0.000	2	555	0.000
14:00 - 15:00	2	555	0.000	2	555	0.000	2	555	0.000
15:00 - 16:00	2	555	0.090	2	555	0.090	2	555	0.180
16:00 - 17:00	2	555	0.000	2	555	0.000	2	555	0.000
17:00 - 18:00	2	555	0.000	2	555	0.000	2	555	0.000
18:00 - 19:00	2	555	0.000	2	555	0.000	2	555	0.000
19:00 - 20:00	2	555	0.000	2	555	0.000	2	555	0.000
20:00 - 21:00	2	555	0.000	2	555	0.000	2	555	0.000
21:00 - 22:00	2	555	0.000	2	555	0.000	2	555	0.000
22:00 - 23:00	2	555	0.000	2	555	0.000	2	555	0.000
23:00 - 24:00	1	510	0.000	1	510	0.000	1	510	0.000
Total Rates:			0.090			0.090			0.180

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)
CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00	1	510	0.196	1	510	0.000	1	510	0.196
12:00 - 13:00	2	555	0.090	2	555	0.000	2	555	0.090
13:00 - 14:00	2	555	0.090	2	555	0.090	2	555	0.180
14:00 - 15:00	2	555	0.180	2	555	0.270	2	555	0.450
15:00 - 16:00	2	555	0.541	2	555	0.090	2	555	0.631
16:00 - 17:00	2	555	0.541	2	555	0.270	2	555	0.811
17:00 - 18:00	2	555	1.261	2	555	0.991	2	555	2.252
18:00 - 19:00	2	555	0.811	2	555	1.261	2	555	2.072
19:00 - 20:00	2	555	0.090	2	555	0.360	2	555	0.450
20:00 - 21:00	2	555	0.270	2	555	0.270	2	555	0.540
21:00 - 22:00	2	555	0.090	2	555	0.270	2	555	0.360
22:00 - 23:00	2	555	0.000	2	555	0.090	2	555	0.090
23:00 - 24:00	1	510	0.000	1	510	0.196	1	510	0.196
Total Rates:			4.160			4.158			8.318

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00	1	510	0.000	1	510	0.000	1	510	0.000
12:00 - 13:00	2	555	0.000	2	555	0.000	2	555	0.000
13:00 - 14:00	2	555	0.180	2	555	0.090	2	555	0.270
14:00 - 15:00	2	555	0.180	2	555	0.090	2	555	0.270
15:00 - 16:00	2	555	0.000	2	555	0.090	2	555	0.090
16:00 - 17:00	2	555	0.270	2	555	0.180	2	555	0.450
17:00 - 18:00	2	555	0.270	2	555	0.090	2	555	0.360
18:00 - 19:00	2	555	0.090	2	555	0.180	2	555	0.270
19:00 - 20:00	2	555	0.000	2	555	0.090	2	555	0.090
20:00 - 21:00	2	555	0.000	2	555	0.180	2	555	0.180
21:00 - 22:00	2	555	0.000	2	555	0.000	2	555	0.000
22:00 - 23:00	2	555	0.000	2	555	0.000	2	555	0.000
23:00 - 24:00	1	510	0.000	1	510	0.000	1	510	0.000
Total Rates:			0.990			0.990			1.980

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.



Appendix E

2021 Travel Survey

If You
Travel By
CarHow
Man
Others Do
You
Carshare

Home Post Usual Mode	Distance (KM)	With
UB3 25X Walk	0.52	2
UB32RA Walk	0.56	
UB48EP Car passenger	0.64	
UB3 2RH Bus	0.75	
UB3 2TT Bus	0.79	
UB8 3DX Bus	0.93	4
UB83DD Car driver	1.04	
UB83dd Walk	1.04	
Ub3 2ap Walk	1.08	
Ub3 2ap Walk	1.08	
Ub10 0qr Walk	1.13	4
UB32QG Bus	1.13	
UB3 25R Bus	1.18	
UB8 3BT Walk	1.24	
Ub32na Walk	1.27	
UB32JH Cycle	1.28	4
UB3 2TW Walk	1.28	
Ub32rw Walk	1.32	
ub32ls Walk	1.36	
UB48DQ Bus	1.39	
Ub4 8iy Bus	1.44	4
UB83EL Car driver	1.44	
UB3 2ND Walk	1.45	
Ub10 0df Walk	1.46	
UB8 3EG Car driver	1.46	
Ub83ay Car driver	1.5	2
ub83ay Car driver	1.5	
UB3 3BD Walk	1.52	
UB83EJ Walk	1.59	
UB8 3EJ Walk	1.59	
Ub31jx Car driver	1.59	4
UB3 1IX Car driver	1.59	
UB8 3EJ Car driver	1.59	
UB4 8RA Bus	1.6	
UB8 3UG Car driver	1.66	
Ub8 3hg Car driver	1.71	2
UB4 0BY Bus	1.74	
UB48DW Car driver	1.75	
UB3 2DJ Walk	1.76	
ub3 2dh Car passenger	1.96	
UB40QN Cycle	1.96	4
Ub32dr Walk	1.98	
UB8 3DN Bus	1.98	
UB4 0AR Car driver	2	
UB3 1LE Car driver	2	
UB32p Walk	2.01	3
Ub3 2ut Taxi	2.02	
Ub3 2dp Walk	2.03	
UB4 8AA Car driver	2.04	
UB8 3HH Walk	2.05	
Ub8 3hh Car driver	2.05	2
UB4 8BN Bus	2.06	
UB4 Bus	2.07	
UB3 2AF Walk	2.1	
UB32AF Walk	2.1	
Ub4 05B Walk	2.11	4
UB3 2AZ Walk	2.12	
Ub3 2AZ Walk	2.12	
UB4 0RY Bus	2.13	
UB4 0HF Walk	2.16	
Ub8 3qn Walk	2.17	1
UB4 0HJ Walk	2.22	
UB4 0RX Bus	2.25	
UB4 8RZ Car driver	2.27	
UB83NY Car driver	2.27	
UB4 8RZ Car driver	2.27	4
Ub4 8 nl Cycle	2.3	
UB3 2EX Walk	2.41	
Ub3 2ex Car driver	2.41	
Ub32bp Walk	2.44	
UB4 8NQ Car passenger	2.45	7
Ub4 0ew Walk	2.47	
Ub4 0ew Walk	2.47	
UB3 3AG Walk	2.51	
UB3 2HT Bus	2.52	
UB8 3QQ Bus	2.53	1
Ub48la Walk	2.65	
UB4 8la Walk	2.65	
UB3 2eg Walk	2.68	
Ub3 2eg Cycle	2.68	
UB33AR Car driver	2.69	7
ub5 6pn Walk	2.73	
UB4 9J Car driver	2.97	
UB83QU Car driver	2.99	
UB31AT Car passenger	3.09	
UB3 1AT Car driver	3.09	4
UB3 1SE Walk	3.11	
UB33JY Walk	3.12	
UB3 3PY Walk	3.16	
UB4 9HH Car driver	3.17	
Ub3 3ee Walk	3.18	4
Ub3 3ee Walk	3.18	
UB3 1HA Walk	3.2	
Ub33jf Walk	3.23	
UB3 3DB Walk	3.27	
UB33JA Walk	3.31	3
UB33JA Walk	3.31	
Ub33pd Walk	3.35	
UB3 3AZ Walk	3.37	
Ub31qh Car driver	3.37	
UB3 1QN Car driver	3.45	1
UB3 3ID Car driver	3.47	
Ub109au Cycle	3.66	
Ub4 9UR Walk	3.69	
UB31RB Car driver	3.69	
UB3 1AX Walk	3.71	3
Ub4 9lh Bus	3.73	
UB3 Bus	3.79	
Ub3 Car and walk	3.79	
UB3 4AS Walk	3.94	
UB7 9AQ Car driver	3.95	2
UB3 4AR Car driver	4.06	
Ub34qb Walk	4.17	
Ub3 1lw Car driver	4.17	
Ub3 4EQ Walk	4.29	
Ub56ig Bus	4.42	1
UB3 4EW Walk	4.46	
Ub100ng Car driver	4.49	
UB7 9AT Car driver	4.62	
99 cranfor Walk	4.67	
UB49PZ Car passenger	4.71	3
Ub3 4hb Car driver	4.71	
UB3 4LJ Bus	4.95	
Ub3 4tx Bus	4.98	
Ub3 4tx Walk	4.98	

Within 2km Mode Share	No	%
Walk	18	42%
Cycle	2	5%
Bus	10	23%
Car Driver	13	30%
	43	
Within 5km Mode Share	No	%
Walk	40	40%
Cycle	5	5%
Bus	21	21%
Car Driver	34	34%
	100	
All	No	%
Walk	58	47%
Cycle	5	4%
Bus	21	17%
Car Driver	34	28%
Car Passenger	5	4%
	123	

